The New-York Times.

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NEW-YORK, TUESDAY, AUGUST 15, 1865.

PRICE FOUR CENTS.

TWO DAYS LATER FROM EUROPE.

The China at Halifax and the Bremen at this Port.

THE ATLANTIC TELEGRAPH CABLE.

No Communication with the Great Eastern Since the 2d inst.

Various Theories as to the Cause of the Disaster.

The Overland Telegraph Through Russia.

Threatened Rupture Between Prussia and Austria on Schleswig-Holstein.

Crime in England—Infanticide as a Profession.

Wonderful Production of English Inventive Genius.

FINANCIAL AND COMMERCIAL NEWS.

The steamship *Bremen*, from Southampton on Aug. 2, arrived at this port yesterday.

The Royal Mail steamship *China*, Capt. Herkley, which left Liverpool at 9 A. M. of the 5th, and Queenstown on the evening of the 6th, arrived at Halifax at 4 o'clock yesterday afternoon, en route for Boston. She has 128 passengers for the latter city, and 40 for Halifax.

The steamship *Persia*, from New-York, arrived at Crookhaven on the evening of the 4th.

The steamship *Hayti*, from New-York, passed Crookhaven on the afternoon of the 4th.

The *China* had fine weather. She sailed for Boston at about 8 o'clock last evening.

THE ATLANTIC CABLE.

NO SIGNALS SINCE THE 2D INST.

Much anxiety and excitement existed concerning the Atlantic cable, which had continued entirely without signals since the noon of Wednesday, the 2d.

The general feeling was one of depression and helplessness, although there were many who retained their faith in the renewal of communication.

The *Times* is despondent, although not entirely without hope.

The *Daily News* clings to the hope that the accident is not irremediable, as the weather has not been unfavorable.

The *Star* hopes that on board the *Great Eastern* they are employed slowly but surely in hauling back the cable to the affected part.

The shares of five pounds sterling experienced rapid fluctuations. On Friday they were down to 2 discount; rallied to 1 discount, closing heavy at 1¼ to 1 discount.

A test taken at Valentia shows the accident to the cable to be a total loss of insulation, nearly 1,250 miles from Valentia. This would be in almost the deepest water along the whole route.

The *Shipping Gazette* says that small insurances were done at Lloyd's on Friday at fifty guineas; but most of the underwriters declined risks at any price.

The *Pall Mall Gazette* says: "It is understood that an astronomer of the Royal Observatory has communicated the following facts to the Atlantic Telegraph Company: At noon on Wednesday, when the signals became unintelligible, the magnetic instruments at Greenwich Observatory showed that what is termed a magnetic storm had commenced. These storms cause currents to flow through telegraph wires, and seriously affect the working of both land and sea lines. He also stated that, although the storm had much abated, currents may still be passing of sufficient strength to confuse the signals passing from the ship through the delicate instruments used at Valentia. This magnetic storm is the greatest that has occurred for many years. These explanations are somewhat reassuring, although the Atlantic Company, in their official statements, make no allusion to electrical disturbances."

Another theory is, that the ship may have encountered bad weather, and been obliged to cut and buoy the cable.

THE VOYAGE OF THE GREAT EASTERN.

The following are the telegrams received from the *Great Eastern* previous to the last interruption:

On Board the Great Eastern, }
Saturday morning—10:45 A. M. }

Six hundred and fifty miles of cable were payed out at 6:50 A. M. to-day. The distance run at 8:50 A. M. was 608 miles. The signals are perfect.

Valentia—Afternoon.

Accident to cable; cause unknown. Total loss of insulation. No information from or communication with *Great Eastern*. 700 miles payed out at 1:50 P. M. to-day.

Sunday, July 30.

All is going on well. The fault was removed at 1:50 A. M. The insulation is perfect.

On Board the Great Eastern, }
Sunday—4:15 A. M. }

750 miles payed out. 650 miles run by *Great Eastern*. Continuity perfect. Insulation perfect. All going on well.

A telegram dated on board the *Great Eastern* of Monday afternoon, July 31, says: 900 miles payed out at 1:50 P. M. to-day. 750 miles run by *Great Eastern* at 7:50 A. M. All going on well.

A telegram from Valentia of July 31, says: The line to Killarney has been out of order.

THE ACCIDENT ON THE 29TH ULT.

From the London Times, July 31.

No news has yet reached London as to the cause of the last abrupt break-down of the cable, and of its prompt repair in so short a time. Yet among electricians and electrical engineers, well used to all the sudden casualities incident to cable-laying, very little doubt is expressed as to how the accident arose, and still less as to its having been most thoroughly repaired. It will be recollected that, when the first fault was occasioned by the stray piece of wire, the *Great Eastern* was 90 miles from land, and in 300 fathoms water. This mishap, however, only caused defective insulation, and that of so slight a character as not to be discovered till nearly 11 miles of the wire had been paid out and it had been nearly two hours under water. Yet, to haul this amount of cable back, cut out the faulty piece, make a new splice, &c., occupied nearly 24 hours, the wire itself being only raised from its depth of 300 fathoms at the rate of rather less than half a mile an hour, six hours being consumed in getting in board the 11 miles. The accident which occurred on Saturday was totally different. It was not defective insulation which was then discovered at Valentia, but, as the telegram said, a total loss of insulation; in other words, either the copper conductor was stripped of all its outside protection, and was communicating with the water, or the cable had been cut or completely broken. The Admiralty charts of the bottom of the Atlantic—charts constructed from soundings especially made to forward this great undertaking—show by the distance from land that the *Great Eastern* was then in 1,800 fathoms water, or, allowing for slack, a little more than two miles of rope was stretching from her stern to the bottom of the ocean. The enormous pressure and friction of the water on the saturated outer hemp covering of the line at this depth, would render it a difficult matter to wind in this two miles' length, if it could be done at all, in less than twelve hours. It is almost certain, however, that it could not have been done at all had the cable been so injured as to leave its conductor bare—an injury that would at least take off two-thirds of the rope's strength. That such a fault could not have occurred is generally considered as sufficiently evidenced by the fact that the fault, whatever it was, was repaired in little more than half the time it would have taken to haul back the cable, supposing the accident to have occurred to the portion submerged, and even close at hand. It is therefore conjectured, with the utmost appearance of probability, that the fault was caused by a "kink" having been seen to pass into the paying-out machine, and the vessel was instantly stopped, the kink extricated, the piece cut out, and a new splice made. It is certainly worthy of attention that this theory is borne out by the fact that the time consumed in repairing the accident—which is known by the cessation of signals—is almost to a minute the time that would be required to make and test such a splice on board the *Great Eastern*. Those in charge, then, knowing that all was right behind them, and that time was of vital importance, would not be likely to waste it by putting the severed end of the wire in communication with the instruments at Valentia, while the electricians at the latter station could send no response to their signals through a cut cable, but, on the contrary, there was a total loss of insulation.

The intelligence we publish from the *Great Eastern* to-day is more hopeful for the success of the undertaking than appears on the face of it; 900 miles have been paid out, which means not only that the after tank, which kept her so heavily down by the stern, and so seriously impeded her speed, is empty, but that the passage of the cable from the stern tank to that forward has been successfully accomplished, and the end is now lightening fast also. The aftermost tank held 830 miles of cable and 400 tons of water. By this time, therefore, it is vacant, and a good length will have been taken out of the forward tank, which only contained 700 miles. In round numbers, the vessel has now expended nearly 3,000 tons of cable and water, and 2,000 tons of coal. Every 1,000 tons makes a difference of eleven inches in her immersion, so that, counting the consumption of stores, &c., the *Great Eastern* is now six feet higher out of the water than she was at starting, in perfect trim to enable all the engines to do their work fairly, and keep the vessel's course against almost any weather she is likely to meet. That the latter has been as yet singularly mild is shown by the small amount of slack paid out. As high as 25 per cent. is a usual allowance for rough weather, but up to the present the *Great Eastern* has not exceeded 12. This ought to bring her on the coast of Newfoundland with only 1,900 miles paid out, leaving still 400 miles of cable on board to complete another submarine link wanted there. Our description of the shore-end of the cable was by mistake so worded as to convey an impression that it was a continuous taper from its thickest part at Valentia out to where it terminated in its greatest depth at 100 fathoms. This is not so. The cable is of a uniform thickness of 2½ inches throughout its entire length of 27 miles. At the sea end of this length there are 500 yards of rapid tapering, till it ends in being the size of the main deep-sea portion of the cable. This shore end is the strongest and heaviest ever constructed, weighing upwards of 20 tons a mile, and being equal to a breaking strain of 90 tons. All the massive rods which form its outside covering are carefully galvanized, to protect them from the rust which so soon consumes the stoutest iron wire when laid in shallow seas. This portion of the line was manufactured by Mr. Henley, the maker of the Persian Gulf cable. Mr. Henley himself, as one of the most experienced cable-layers, volunteered his aid at Foilhommerum Bay, and gave most efficient assistance in submerging this ponderous rope from Valentia out to sea.

GREAT BRITAIN.

It is reported that Honorable Frederick Peel has resigned the Secretaryship of the Treasury, and that T. S. Baring is likely to succeed him.

The London *Times* editorially expatiates on the difficulty of maintaining and feeding the liberated slaves of the South, and says: It is easy for the victorious government by a few words to strike off the slaves' fetters, and dislocate and destroy the industry of the whole community, but it is not easy for it to find an answer to the awful question, "Of what are the people to live," one which it has raised for itself, and which every day more and more importantly demands an answer.

The cattle plague continued violent, and energetic measures were progressing to check it.

FRANCE.

The weekly returns of the Bank of France show a decrease in cash of 1,000,000 francs.

It is stated that the yield of the French corn crop will certainly be smaller than the last two years, which were above the average.

The Bourse was heavy. Rentes 67f. 85c.

SPAIN.

The *Epoca* asserts that orders have been sent to Gen. Gandara to declare war against San Domingo. The statement is considered very doubtful.

AUSTRIA.

A telegram from Vienna, of July 29, says: An Imperial decree has been published to-day dissolving the Ministry of Marine, the duties of which are transferred partly to the Minister of War and partly to the Ministry of Commerce. Another decree appoints Herr Von Schmerling President of the Supreme Court of Justice. Count Belcredi is appointed Minister of State for the non-Hungarian provinces, and is also to act provisionally as President of the Council of Ministers, and as Director-General of Police.

Count Lawischa has been appointed Minister of Finance. Herr Von Komers is nominated Minister of Justice for the non-Hungarian countries. Count Haller is provisionally intrusted with the direction of the Transylvania Aulic Chancellorship.

A telegram of the 30th of July says:

The Ministry of Finance has been reorganized, and divided into two departments, upon one of which will devolve the financial administration of the country, and upon the other the preparation of the Budget and the management of matters referring to the public credit. These departments will be under the direction of Herr Von Becke and Savander. Herr Von Hein, late Minister of Justice, has been appointed President of the Supreme Criminal Court of Vienna.

A telegram from Kiel, of July 30, says:

"Herr von Halbhuber, the Austrian Commissioner for the Duchies of Schleswig-Holstein, has sent to Baron von Zedlitz, the Prussian Commissioner, an official note, protesting against the arrests by the Prussian military authorities of Dr. May, editor of the *Schleswig-Holstein Zeitung* of Altona, and against the expulsion of Herr Frese. The municipality of Kiel have also resolved to protest against these acts of the Supreme Civil Court of Holstein."

SCHLESWIG-HOLSTEIN.

Alarming rumors had been current of the total failure of the negotiations between Austria and Prussia, relative to the Duchies, and the Vienna Bourse was affected, all funds falling. The latest dispatches say the negotiations have not been broken off, but have merely entered upon a new phase.

RUSSIA.

NEW TELEGRAPH ROUTE TO AMERICA.

A Warsaw journal announces that the plan for a telegraph line between Russia and America has been approved and signed by the Czar. The Russian Government undertakes to complete the line as far as Nicolajewsk, the remaining portion from Nicolajewsk to San Francisco being at the charge of the American Company. The capital of the latter amounts to $10,000,000, and bonds representing $8,434,600 have already been issued. It is intended that this route shall be finished in five years.

BRAZIL.

Mails are received, with additional details of the great naval victory of the Brazilian over the Paraguayan squadron. Both sides exhibited great heroism, and the slaughter is described as terrific. The battle occurred three leagues below the City of Corrientes, and lasted from 9 o'clock in the morning till 6 in the evening. The Paraguayan fleet, consisting of eight steamers and six gunboats, mounting 80-pounders, and also a battery of forty rifled cannon, was almost annihilated. The Brazilian force was nine gunboats, and their loss was three hundred men, including nineteen officers.

The main army of the Brazilians, 17,000 strong, was encamped on the banks of the Uraguay, in Entrerios; and on the confines of the Brazilian territory another wing of 14,000 men was stationed.

The condition of the Brazilian army was unsatisfactory. The typhus and dysentery were making sad ravages.

A body of 2,000 Paraguayans desolated the province of Corrientes. They afterwards burst into Rio Grande, swept the banks of the Parana, and were marching through the province.

CHINA.

Shanghai, Thursday, June 22.

The silk and tea trade opened briskly at Shanghai and Foo Chow.

MISCELLANEOUS.

PROFESSIONAL INFANTICIDE.

From the London Times, July 31.

The public mind has of late been more than usually horrified by cases of murder, and we might have hoped that it would have been for some time impossible to surpass the dreadful impression which had been made upon our minds. Yet a case has just been tried on the Western Circuit which not merely exceeds in horror the two recent cases, but, in all probability, transcends any instance within the remembrance of most of us. Last February the body of a child was found on the public road in the neighborhood of Torquay wrapped in a newspaper sown up with worsted. It might have been dead some days, for the weather had been extremely cold, and its appearance was compatible with its death having been caused either by exposure to the weather or by suffocation. It appeared to be about four months old, and by comparing this date with the Register of Births the police were led to suspect that it was the illegitimate child of a servant girl named Harris. It was soon discovered that the child of this girl had been placed with a woman named Charlotte Winsor, who, with her husband and with a little grand-daughter eight years old, lived in a retired cottage in the neighborhood of Torquay. It was also made certain that the child thus placed with this woman had suddenly disappeared a few days before the body was found. The grand-daughter had one day been sent out of the room and into the village while the infant was with its mother and Winsor, and on her return the infant was gone, and she was told its aunt had come for it and had taken it away. This little girl no sooner saw the dead body of the child than she exclaimed, "That's little Tommy," and the body was further identified by the woman at whose house the child had been born. The story about the aunt was proved to be false, and Winsor was detected in several other misstatements. Upon such evidence as this both Winsor and Harris were tried for murder at the last Assizes, but from some incompleteness in the evidence the jury were unable to agree, and the Judge dismissed them. He ordered, however, both prisoners to be detained in custody, and they were accordingly again placed upon their trial at the present Assizes. Before this second trial commenced the prisoner Harris was offered and accepted as Queen's evidence, and her testimony, which we reported in full on Saturday, contains the horrible revelations to which we have referred.

There is a bare and ghastly reality about the cold details of her statement which we could hardly induce ourselves to reproduce, even if it were necessary, but the merest summary of it is horrible enough. Having obtained a place about two months after her confinement, it became necessary for the mother to find some one who would take care of her child, and after failing in one or two inquiries, she made an arrangement with Winsor to keep it for two or three shillings a week. She accompanied Winsor to the cottage on the day she left the child with her, and a conversation passed between them on the road which we must needs quote in the very words of the witness: "As we were taking the child to the prisoner's, I said there had been one child picked up in the country. The prisoner said, 'I wonder I had not got myself into it once before.' She had put away one for a girl who was confined at her house, who had promised to give her £3, but she did not give it her. I asked her how she did it. She said she put her finger under the jugular vein. She said she had stifled one three weeks old for Elizabeth Darwen, and had thrown it into Torbay, and when it was picked up it was nearly washed all to pieces; that she had put away one for her sister Poory, as her sister said she would give her £4. * * * I asked her if she was not afraid, and she said, 'To —— with you; it's doing good,' and she would help any one who would never split upon her. I was leaving, and she said: 'Ill do whatever lies in my power for your child,' and I said 'All right,' and went away. A fortnight after, she said 'if I would give her £5 she would do away with the child. I said I had not got £5 to give her. She asked me to give her a note to the father of the child. I said I could not do that. She said, 'Get it any how else; I'll put them all by for thee if thee hast 40.' I said I should not do any such thing. She said she did, and I could do the same." More than another fortnight must have passed before these diabolical suggestions bore their natural fruit. Winsor endeavored to make sure of the money in anticipation, and moreover, in order to insure Harris' silence, was waiting for some opportunity of committing the murder when she would be in the house, and would thus be accessory to the crime. One day the mother came and found her baby sitting up in a chair playing with the granddaughter. The girl was sent away, and while the mother sat a consenting witness in one room, Winsor took the little thing and smothered it in the next room under the bed-clothes. The mother looked in, "and saw the bed made, but no child." It was soon dead, and then the two women quietly undressed it, wrapped it in newspapers, and put it into a box. The mother shut down the lid, and Winsor locked it, and put the key into her pocket. But their work was not yet over. The child was not got rid of. Winsor came again to Harris at her place and demanded 4s. more to "take it up to Exeter." She had not got 4s., but she borrowed 1s. 6d. of her mistress, gave it to Winsor, and thought it was all over; but the iniquity of Winsor was full, and the child was found and identified.

What can be added by comment to the unnatural horrors of this story? Was there ever a more ghastly picture of every feeling of nature reversed, and every instinct turned black, deadly and cold, where all should be brightness, warmth and life? Infanticide is lamentably common, but none, probably, ever imagined that even that barbarous crime would be invested with such a repulsive aspect as this story reveals. There is a cold barbarity about the suggestion of the murder, its contemplation for nearly two months, and the circumstantial and business-like manner in which it is arranged and accomplished, which seems for the first time to clothe such a crime in its native hideousness. Even the last and most satisfactory scene of the tragedy—the mother's circumstantial confession—is of itself a spectacle revolting enough, but it is the appropriate close to such a history. Horrible as it is, the story is not hard to understand. The girl is burdened with a child who is at once an expense and disgrace to her, and the diabolical suggestion of the woman Windsor, or the stories she has heard of children "picked up," tempt her with the chance of an escape from further trouble. She is already sufficiently demoralized to listen, though with fear, to such a suggestion; she "does not want the child to be done away with," and yet she wants to be rid of it, and she will not ask too many questions if the bold bad woman, her accomplice, will cut the deadly knot for her. But when the deed is done, and the burden of the child removed, the maternal instinct returns and rouses a loud remorse, and perhaps resentment against the woman who had pushed her so far. There is nothing extravagant in the mother's case. It is but the accident of a bold, vicious accomplice which drives the criminal impulse to the utmost development.

But what is said of this woman, who seems to have made a trade of child-murder at £5 a head, and to have thought no more of barbarously slaughtering an innocent child than of crushing a noxious insect with her foot? That horrible, cold catalogue of infant murder with which she overpowered the faint moral sense that remained in the younger woman, makes every other series of murders that we have heard of seem pale. Of what more horrors could not this woman tell us if she would but declare her whole history? But there is another thought which such a story suggests, more horrible still, if that be possible. Is it likely that Charlotte Winsor is a solitary criminal? It is likely that the crime can have been thus familiar, not only to her, but to the mothers of her victims, if it were so very unusual? She speaks of girls writing to her in anticipation of their requiring her infernal aid. How many more such agents of death are there in England? The statistics of infanticide compel us to believe that such crimes are by no means uncommon, and that, moreover, in the case of legitimate as well as of illegitimate children. It seems as if there were dark abysses in human nature all around us, but covered for the most part from our view, and if such crimes as these raised but for a moment a corner of the vail, and give us a glimpse of the blackness within. There was no reason whatever for disbelieving the woman Harris' statement; and Winsor accordingly was convicted and sentenced to death, the Judge warning her that she must not entertain the slightest expectation of her life being spared. Harris is, no doubt, also guilty of murder; but if she escapes her due punishment by being accepted as Queen's evidence, there will be no doubt that justice has been done as effectually as was practicable in such a case. Winsor, with her diabolical mercilessness, is infinitely the more guilty, and if she alone suffers, the crime will have been avenged on the greater and more responsible criminal.

A MOST WONDERFUL INVENTION.

From the London Daily News.

Mr. W. H. Preece's plan for enabling railway passengers to communicate with the guard has been put in operation as regards the express trains on the Southwestern line. The original proposal was that when a passenger pulled a string it should cause a small semaphore arm to project from the carriage, producing an electric current which would ring a bell in the guard's van. This, however, has been modified. A small clock-like glass face is placed in each railway compartment. If a passenger wishes to communicate with the guard he breaks a plate of glass and moves a small handle beneath. This produces the electric current which rings the guard's bell. The guard then looks out, and if a carriage is off the line he communicates with the engine driver immediately, and stops the train. He will probably have his attention drawn to the carriage from whence the alarm proceeded by some passenger putting his arm, stick or umbrella out of the window, and at the next station the guard inquires into the cause of the alarm; and he can always find the carriage from whence his bell was rung by the broken glass. It has been asked why the guard should not be placed where he can command a view of all the carriages. But a guard has to attend to sorting parcels, and cannot always be on the look out. If a man were employed on each train merely to look out, an enormous additional expense would be incurred. No fewer than 500 trains run daily on the Southwestern line. It is a curious fact that the murderer of a judge on a French line, some time ago, escaped by the very means which had been designed to enable the guard to inspect the train while in motion. It would be impossible to prevent such a crime as that committed by Muller, except by adopting the American plan of having a guard's thoroughfare through the carriages; and this the narrowness of English railways, and our mutual love of seclusion while traveling, would render impracticable. Mr. Preece's plan, combined with the one already in use on the Southwestern Line, of a small window which opens from one compartment to another, would, however, be a great security for railway traveling.

THE CATASTROPHE ON THE MATTERHORN.

A paper appearing at Annecy gives the following account of the search for the bodies of the four persons who perished by the recent accident upon the Matterhorn:

Mr. Whymper and his guide, Taugwald, arrived at Zermatt at 11 A. M. on Friday, the 14th. A caravan of twenty-one persons, consisting of guides and peasants, was immediately organized, and left at 2 in the afternoon to search for the bodies. They repaired to the Zermatt glacier, in the hope of thence rejoining the base of the great escarpment of Mount Cervin, where they expected the remains of the sufferers would be found. Upon reaching the Stöckli, an enormous rocky mass lost in the midst of these deserts of snow, the party perceived that the glacier which ought to conduct them to the objects of their search was utterly impassable. By the aid of telescopes they thought they perceived the bodies hanging upon points of the rocks, and retraced their steps, convinced of the uselessness of further effort.

But Mr. Whymper was not satisfied. Hearing that two Chamounix guides, Frederick Payot and Jean Tairraz, had arrived in the valley, he sent for these men and set off with them a second time at 1 o'clock in the morning, followed by three other English tourists and three guides from St. Michel and Saas. None of the Zermatt guides would take part in the new expedition.

They attacked the giant upon the opposite side to the attempt of the previous day. Reaching the Lac Noir at dawn, they scaled the Hoernli in the hope that the ridge which connects the Matterhorn with its base would bring them to the fatal spot. This fresh attempt, however, was also unsuccessful. They then descended across broken ground, reached the Zermatt glacier, and essayed the ascent of the formidable barriers which guard the approach to the great escarpments. After two hours' climbing, amid a thousand perils, they gained the small platform which had been the scene of the catastrophe.

Marks of blood, a clot of human flesh, and fragments of clothes were soon traced at irregular distances. The rope must have broken several times during the fall. In a waistcoat pocket were found a letter to Mr. Hudson's address, and a portmonnaie. A dozen paces further was a flattened skull with a fleshless gap representing what had been the mouth. Among other shapeless remnants of humanity were distinguished a hand and a forearm.

This wrinkled hand was recognised from old scars by the guide Payot as that of his unfortunate comrade. Above his dislocated trunk disemboweled by the fall were still visible portions of beard and a rag of dress containing the portemonnaie of the guide, with six pieces of gold. At the bottom of the same pocket was a string of beads, literally pulverized. Further on were scattered the remains of a third body. It was only by portions of the clothes and the beard that Mr. Whymper was able to recognize this as the corpse of Mr. Haddo. Search for the body of Lord F. Douglas proved entirely fruitless. It is probable that, after falling from point to point of the rocks, it was finally caught in some crevice by the clothes.

During the whole time this search was going on, enormous stones constantly fell among the seekers, who were obliged to keep continually upon the watch to avoid injury. As it was impossible to carry away the remains, the party were obliged to content themselves with collecting them into a heap upon the glacier and surrounding them with heavy stones. Mr. Whymper was only able to bring off the hat of his brave guide, a glove belonging to Mr. Hudson, and the last letter addressed to that gentleman by his wife, which was found in a fragment of his dress.

THE CHOLERA IN EGYPT.

A correspondent of the *Journal de Genève*, writing from Alexandria on the 19th of July, says:

You ask me for news of the cholera. It is getting on pretty well, though somewhat diminished by its excesses. For more than a month the epidemic has ravaged Alexandria in a terrible and unusual manner, and a thorough panic has seized upon the population. As early as the 14th of June, the Viceroy, in his position as Chief of the State, set the example of flight, by suddenly quitting Alexandria and Egypt with his harem, in a vessel hastily engaged, and which set out for the open sea without any more settled purpose than that of flight. Since then he has been to the island of Chio, and afterward to Constantinople. This precipitate departure spread terror among the population of Alexandria. All the more important persons at once imitated the Viceroy; they engaged vessels for themselves and their families. The less wealthy rushed to the steamers, which left in all directions; the others embarked upon numberless sailing-ships. Everyone ran away—no matter how, no matter where. The employes and the artisans sold their watches, their clothes, to pay their passage; the dealers nailed up the doors of their shops with planks, and abandoned their interests and their goods. The number of passports obtained at the consulates is estimated at 60,000. It was no longer a flight, it was a panic of terror. Doctors have deserted their posts; priests have abandoned the church, leaving to the dead the task of making their way to the other world without their assistance. In a word the clearing out has been complete, and there is no instance of a similar display of cowardice. On account of the closed, nailed up, and abandoned shops, the following circular has been issued by the sanitary superintendent to the various consulates: "Among the large number of persons of all classes and professions who have for some time abandoned this country, there are many *bacals* (dealers in provisions of all kinds.) In the hurry of their departure several have contented themselves with securely closing their shops, leaving behind their stock, the greater part of which is of a nature to be liable to speedy decomposition. In consequence of this, the shops containing the said stores, which, it must be supposed, are now decomposed, disseminate a stench which is very disagreeable to the neighbors and very injurious to the public health. Ignorant of the nationality of these dealers, I beg of you, in the interests of the public health, to authorize the police to open, in case of necessity, the shops which occasion the most complaint from the neighbors, and especially those from which the most stench issues, so that steps may be taken to remove the causes of this nuisance.

THE POPE AT CASTEL GANDOLFO.

A correspondent of the *Débats*, writing from Rome on the 26th July, says:

The Pope is still at Castel Gandolfo. He appears to enjoy this agreeable residence, so admirably situated above Lake Albano. There he is able to emancipate himself somewhat from the slavery of etiquette, by admitting to his table the Cardinals, or other visitors, which is not possible at the Vatican, as he is always condemned to dine there alone. The Holy Father intends to make several excursions in the neighborhood, to the great joy of the churches and convents. The communes he passes through make arrangements to receive him appropriately, and launch out into considerable expense, which can only be met by loans, the interest of which will have to be paid by the rate-payers. But if the Papal *villeggiatura* is onerous for certain populations, is it not less so for the Pontifical treasury, the precarious and unsatisfactory state of which you are acquainted with. The Pope takes with him an extremely numerous suite. The salaries of all the persons attached to his household are doubled because this is counted as country service. Moreover, the village of Castel Gandolfo, affording no resources, and not even possessing an inn, all the provisions are brought from Rome, and at the palace there is a place at table for everybody. People are treated with such a splendid generosity that, if I may make use of a strong expression, it is one round of feasting. You know the deplorable position of the Pontifical budget; you know that while the receipts have diminished more than two-thirds, the expenses have not been increased a quarter; that the income does not amount to half the expenditure, and is not sufficient to pay the interest of the public debt. Yet it is during this state of things, which grows worse every day, that excessive expenses are incurred which a good Finance Minister would severely stigmatize."

SWINDLING BY A FRENCH COUNTESS.

From Galignani.

The Tribunal of Correctional Police has just been engaged for three sittings in trying, on numerous charges of swindling, the Countess de Nacquard, aged 50, a lady who at one time possessed a fortune of nearly 80,000f. a year. A dressmaker named Gratzmuller, and an agent d'affaires named Simonnet, were also charged as accomplices. It appeared from the evidence that until 1862 the Countess resided with her husband at the Chateau de la Preuille, (Loire-Inferieure,) but their annual income was then reduced to about 6,000f. In that year she came to Paris for the purpose of prosecuting a lawsuit in which she and her husband were engaged. Soon after her arrival in the capital she borrowed various large sums, part of which were evidently repaid, but when borrowing became difficult she had recourse to objectionable expedients. In the first place, she purchased from M. Krammer, a jeweler, a diamond necklace, worth 26,000f., which was immediately pawned, but ultimately recovered by the jeweler with a loss of 5,228f. M. Krammer had been induced to let the prisoner have the necklace by her representations, and those of her two accomplices, that she was a lady of great property. Two other dealers, M. Dumont and M. Hamberger, deposed that the countess, aided by the other prisoners, had defrauded them respectively of 6,000f. and 3,500. From the firm of Galiois Gignoux, drapers, they obtained shawls worth 7,105f.; and M. Lilouel, another draper, lost 24,900f. by their manœuvres. In short, the total value of the goods fraudulently obtained by the prisoners, was 166,981f., and the dead loss to their victims 117,179f. The Tribunal, after hearing the Avocat Imperial, who pressed for a conviction, condemned the countess to three years' imprisonment, the woman Gratzmuller to two years, and Simonnet to thirteen months; likewise each to 50f. fine and costs.

ANOTHER VERSION OF THE ROAD MURDER.

The *Edinburgh Review* is responsible for the following version of the motives which induced Miss Constance Kent to murder her half-brother:—The house at Roadhill was too evidently entirely isolated from all around it. It was not on visiting terms with its neighbors—or its neighbors, we should say, with it. For a long time previous to the murder of Francis Saville Kent, the place, one would say, was haunted. The story, we believe, was a simple one. At a time when the late Mrs. Kent, the mother of Constance, was a hopeless invalid, Mr. Kent, in the course of his factory inspection, saw the present Mrs. Kent and loved her. She was then a mill-girl of extraordinary personal attractions; and Mr. Kent placed her at a boarding-school for a period which proved too brief, and afterward introduced her, while only half-educated herself, as governess in his own family. The girls Kent, we need hardly say, despised her; but the two elder girls had the good sense to conceal or control their contempt. Not so this unhappy Constance. She herself was better informed on most points than her so-called governess—whom, immediately on her mother's death, her father presented as stepmother. Her elder sisters had the same feeling, but they, unlike herself, had the prudence or piety to disguise it. She came into the family a half-educated mill-girl; the mother was still lying sick; by and by the mother died; and now the mill-girl suddenly became the second Mrs. Kent, a stepmother; the whole thing was abundantly clear. Constance alone rebelled. Constance, we believe, had rebelled against this kind of thing all along. Of the last days of her mother we know nothing—beyond the single fact that they were consoled by the woman who had already been fixed upon as her successor, and who took her place at the head of the family immediately on the demise of the mother. Then a child was born. The second marriage became a prolific one. And Constance had the imprudence to revile. The punishment inflicted by her stepmother was to perform the menial offices of the household. One day, we are informed, she was ordered to scrub out the nursery, and on refusing, was lashed with a horsewhip until what is called "broken in." She got on her knees with her back in livid welts, and washed out the nursery floor; but that very night the child was removed, and shoved, with its throat cut, down the privy. This, we believe, is all. Miss Constance Kent says she herself did it—and we have no reason to doubt her word.

THE ALLEGED INCENDIARY FIRES IN POLAND.

A letter in the *Journal de Posen* alleges that the official journals, not daring to support the accusations launched by the Moscow *Gazette* against the Polish nobility, imputing to them the recent fires in Lithuania, and, on the other hand, feeling it necessary to throw the blame upon somebody, represent the Jews as the authors of these disasters. According to the official journals, the Jews, having first insured their houses for a sum superior to their real value, themselves set fire to the buildings to pocket the difference. If this criminal calculation has been made in certain cases, the supposition of its existence cannot give an explanation of all the disasters of this nature that have lately taken place; for, although insurance against fire is much practiced in Lithuania and Ruthenia, it is to be seen only in the more important towns, while a great number of fires have broken out even in the smallest towns.

THE GOVERNING FAMILIES IN PARLIAMENT.

From the Pall Mall Gazette.

A list of the House of Commons in England is a document having many different kinds of interest, according to the points of view from which it is regarded. To a political man the predominant question is—who is a Liberal, and who a Conservative? Social philosophers may be expected to inquire what sort of education the bulk of members have had, and at what age they have contrived to obtain a seat. Some feel curious as to the distribution of the body into interests and classes—railway and manufacturing interests, naval men, military men, relations of peers, and so forth. But there is a historical aspect from which the House may be looked at less familiar than any of these. We may regard it as a very ancient institution, to which, in the main, people of the same kind of condition have belonged for many centuries; and we may ask what proportion of men now in it belongs to families represented there during past ages. From this point of view a list of the House of Commons throws no little light on the changes of property and the fluctuations of society in the kingdom. To examine it for such a purpose would be an endless business, and in the case of the great mass of the boroughs especially a useless business; but a note on the representation of the counties in different parts of England may indicate the significance of the inquiry. Beginning in the North, we find a Lowther sitting for Cumberland and one for Westmorland. This is an old Parliamentary name. Hugh de Lowther sat for Cumberland in the reign of Edward II., and another Hugh in the reign of Edward III. But where are the Skeltons, Mulcasters, Tilliels, Dentons, &c., who used to share the honors with the Lowthers under the Plantagenets? Shall we look for them on the opposite coast in Durham? But Durham returned no members till the time of Charles II.; and of the names which represented it then, none appear now. Northumberland, on the other hand, sends up two members of old houses, a Smithson-Percy and Sir Matthew White Ridley, of Blagdon, whose pedigree is proved for one or two generations beyond the reign of Henry VIII. Yorkshire—which after long returning one member, now boasts eight—has a smaller proportion of men of ancient line among them, Hotham, Milton, (Fitzwilliam,) and Cavendish, being the only names which suggest anything to an historical genealogist. The case of Cheshire is a better one, though Cheshire did not send members to Parliament earlier than the Reformation. We find two Egertons, a Lee, and a Tollemache sitting for it, and it elected both an Egerton and a Legh to the Parliament of Queen Elizabeth. Coming southward through Derbyshire, a Cavendish presents himself as one member, which his Elizabethan ancestor also was, and a Colvile. The other names are unfamiliar, though there are families in Derbyshire, like the Gresleys, who were knights of the shire *temp.* Edward I. Vernon and Curzon also still exist in the county, but we are less sure of Folejambe, a name often found along with theirs in the early Parliamentary lists. Of the adjoining counties Nottinghamshire has chosen among its members a Clinton and a Stanhope, and Lincolnshire a Cholmeley, a cadet of the well-known Cheshire house. The town of Lincoln, too, returns Heneage, of Hainton, the head of an old country line. But among the twelve members for Staffordshire, Shropshire and Worcestershire, only three can be said to be of historic descent, which is all the more curious because these counties (especially Shropshire) stand high in the matter of family antiquity. In Leicestershire we have a Manners and a Curzon, sprang originally from the Derbyshire Curzons; while Northamptonshire, besides a Cecil, elects a Knightley of a house of real and remarkable antiquity; and Warwickshire a Mordaunt, chief of a branch of the family which produced the famous Earl of Peterborough. As we draw nearer London, names like Mordaunt and Knightley become rarer in the list. A Lindsay has indeed wandered into Berkshire by marriage; but it would be vain to look there for the De Chastillons, St. Lizs and Golafres, who constantly sat in Parliament in the Middle Ages. The entire disappearance of some names from the surface of society is very singular. The Golafres, for instance, were knights of the shire, reign after reign in Plantagenet times, yet we doubt if their name is to be found now in the *Court Guide, Clergy, Army* or *Navy Lists*. The disappearance of renowned Parliamentary families is still more striking—like that, for example, of Hampden, which sat in the House of Commons as far back as the time of Edward III. Distance from the metropolis does not necessarily save such houses. We have not observed the names of any of the present Cornish members of the House before the Restoration, though Cornwall was famous for the number of its Parliamentary boroughs. And the same may be said of Devonshire, in spite of the fact that Trefusis and Acland are two of the oldest stocks in that part of the world. The general result would seem to be that while there is a fair admixture of families of respectable age in the new Parliament, it is excessively rare to find any that were Parliamentary at remote periods. We may observe, too, that contrary to popular notions on the subject, the majority of old men in Parliament belong to the peerage. And this is easily explained. There are many families in the gentry older than many families in the peerage; but the very powerful old commoners have for the most part been absorbed into the latter body, which contains, besides, a certain class of families superior to any existing in the gentry at all.

VERY LATEST.

Liverpool, Saturday, Aug. 5—Evening.

Communication with the *Great Eastern* remains suspended. Nothing has been heard since the noon of the 2d inst.

A Valentia telegram, dated at noon, to-day, says: "No change since yesterday in the Atlantic cable."

The original shares closed at 300@350; preference shares 2½@2¼ discount.

Another fatal accident is reported on the Swiss mountains. A party of seven were swept away by an avalanche, but fortunately only one (a porter) was killed.

Ancona, Italy, remains, as yet, the farthest point the cholera has attacked in its northwestern progress. The number of deaths in that city on the 4th inst. was 34.

Liverpool, Sunday, Aug. 6—P. M.

The steamship *Balbec*, from New-York, has arrived. Nothing further has transpired concerning the Atlantic cable, and it is supposed that it remains in the same state as previously reported. Earth currents were returning stronger, showing it had contact with the earth 1,200 miles from Valentia.

Sixty-seven per cent. was offered, but no insurance was effected at that price for the cable.

Political news is unimportant.

FINANCIAL AND COMMERCIAL.

LONDON MONEY MARKET.

Funds were rather firmer on the 4th. Consols advanced ⅛. The discount demand was light at the advance rate of 4 ℔ cent.

LIVERPOOL BREADSTUFFS MARKET.

Messrs. Richardson, Spence & Co., and Wakefield Nash & Co., report: Flour quiet and steady. Wheat dull, and Tuesday's improvement lost. Corn, quiet; mixed, 30s. 6d.@31s. 6d. on the spot, 29s.@29s. 6d., to arrive.

LIVERPOOL PROVISION MARKET.

Messrs. Bigland, Athya & Co. report: Beef has an upward tendency, mostly for fine qualities. Pork, firmer; Bacon, buoyant, and advanced 1s.@2s.; Lard firm, and advanced 3s.@5s. on the week; quoted 78s.@80s. Butter, irregular; Tallow, active, at 40s@42.

LIVERPOOL PRODUCE MARKET.

The Broker's Circular quotes Ashes—Market easier for Pots, and firmer for Pearls. Sugar quiet and steady. Coffee steady. Rice quiet and steady. Linseed has an upward tendency. Linseed Cakes firm at £9 7s. 6d. @£9 12. 6d. Sperm Oil inactive. Resin active but irregular. Spirits Turpentine quiet at 46s.@47s. Petroleum—Boult, English & Brandon report market quiet and steady at 2s. 5d.@2s. 6d. for refined.

LONDON MARKETS—(BARING.)

Wheat firmer, and advanced 1s.@1s. 6d. The weather has been unfavorable for the crops, but has improved. Iron quiet and steady. Sugar inactive. Coffee active. Tea firm. Rice firm. Spirits Turpentine have an upward tendency; quoted at 18s. Petroleum steady; Crude, 20s.; Refined 2s. 5d. Tallow active at 42s.

LATEST.

Liverpool, Saturday, Aug. 5—P. M.

Cotton—Sales to-day, 5,000 bales, including 1,000 bales to speculators and importers. The market flat, and quotations remain unchanged.

Breadstuffs quiet, and weather more favorable for crops.

Provisions steady. Bacon buoyant and still advancing. Tallow firmer.

London, Saturday evening, Aug. 5.

Consols closed at 89⅞@90 for Money.

American Stocks—Illinois Central Railroad, 79; Erie Railroad, 56@56½; United States 5-20s, 68@68½.

Paris, Saturday evening, Aug. 5.

Bourse closed quiet. Rentes closed 67f. 97c.

Nothing of the Great Eastern.

Aspy Bay, Monday, Aug. 14—3:30 P. M.

There has been no arrival from Newfoundland, and there is no intelligence from the *Great Eastern*. Wind N. W. heavy with rain.

Picton, N. S., Monday, Aug. 14—Midnight.

The telegraph has not been working east of this point since 8:30 P. M.

From Fortress Monroe—Raising of the Congress—Movements of Steamers, &c.

Fortress Monroe, Sunday, Aug. 13.

The old frigate *Congress* was raised at an early hour this morning, and started for Norfolk. While off Sewall's Point she got aground, and additional steam power was applied, but she got off with the flood tide, proceeded up the Elizabeth River, and at 11 o'clock this morning she was at Baker's Landing, Norfolk.

The frigate *Constitution* arrived this morning from Newport, R. I., via Annapolis.

The steamer *Idaho* from Port Royal arrived to-day.

The steamer *Sentinel* with the Ninth Pennsylvania, and the steamer *Edward Everett* with troops, arrived to-day, both bound to Baltimore.

The steamer *Titan*, from Washington, bound to Hilton Head, and the tug *Moss Wood*, from Baltimore, bound to New-York, also arrived to-day.

The United States steamer *Emma* has arrived here from Port Royal, with the cigar-shaped propeller *Preston* in tow. She is 130 or 150 feet long, draws seven feet of water, and was found on the stocks in Charleston after the evacuation. She was evidently intended for a torpedo.

The steamer *Hatteras*, from New-York, passed here bound to Norfolk.

The steamer *Eagle*, from Richmond, arrived to-day with part of the Eighty-ninth Pennsylvania Regiment, bound home.

One company of the Eighty-first New-York, was transferred to-day from Groves' Landing, James River, to Cherrystone Inlet.

One hundred government horses are to be sold at Cherrystone, Eastern Shore, to-morrow.

Savannah papers of the 9th, received here, contain no news.

Trial Trip of the Dictator.

Portland, Monday, Aug. 14.

The *Dictator* arrived at 4:55. The race from Portsmouth was a well-contested fifty mile run. The *Agamenticus* made the distance in five hours and ten minutes, at a rate of nearly ten knots an hour. The *Dictator* was a mile and a half behind her when they arrived at Portland, and should have an allowance of seventeen minutes for the stoppage of her machinery on account of the heating of the crank pin.

At 2:45 the *Dictator* hauled off and bore down the bay for a sail, so that the party might arrive at the expected hour, 5 o'clock. The *Dictator* is somewhat foul and the *Agamenticus* clear. The vessels are evidently fairly matched for speed. The officers of each claim a decided superiority in sailing for their respective vessels.

Mayor McLellan, with the members of the city government, went down on a tender to the *Dictator* to receive Admiral Farragut and suite, about twenty-five in number, including the ladies. The reception was quiet, social and informal. Returning to the city the party were taken to the Preble House in carriages. After tea they will drive about to view the city. To-morrow morning the Admiral proposes to return to Portsmouth in the *Agamenticus*, at 9 o'clock, in which event no public reception will be held.

From North Carolina.

Newbern, Saturday, Aug. 12.

The *Jenny Lind*, with a cargo of rum, molasses and tropical fruits, arrived from the West Indies to-day. This is the first commercial arrival here from that quarter since the war.

Subscription-books were opened to-day for the establishment of the First National Bank of Newbern.

Col. J. M. McChesney, First North Carolina Union Volunteers, is dangerously ill with the typhoid fever at Beaufort, in this State.

An unusual amount of cotton and other products, from all parts of the State, is daily arriving in Newbern. The three lines of steamers plying between this point and the North are unable, even with their extensive facilities, to furnish sufficient transportation to keep the wharves clear, and they are likewise unable to supply the demands of the mercantile trade in this city on their return trips.

Admiral Farragut at Portland.

Portland, Me., Monday, Aug. 14.

The band of the Seventeenth Regulars serenaded Admiral Farragut at the Preble House this evening. A large concourse of citizens were present. The Admiral acknowledged the compliments, and thanked the assemblage for their cordial reception. Short speeches were also made by Assistant-Secretary Fox and other distinguished men of the party.

The Admiral has decided to remain until 11 o'clock to-morrow morning, at which time he will leave in the *Agamenticus* for Portsmouth.

The *Dictator* will remain here.

Between 9 and 10:30 A. M. the Admiral will hold a reception at the Mayor's room in the City Hall.

The Mississippi Convention.

Jackson, Miss., Monday, Aug. 14.

The Mississippi State Convention convened at 12 M. to-day. Gov. Sharkey examined into the loyalty and qualifications of the members, and administered the amnesty oath to such as had not taken it before.

The convention organized by electing J. C. Gerger, of Washington County, President; J. L. Power, of Hurds County, Secretary; T. C. MacMackin, Sergeant-at-Arms; W. J. Brown, Doorkeeper.

The convention then adjourned till 3 o'clock.

The rest of the day was spent in arranging preliminaries. No important business transactions before the body.

Burning of the Schooner Starlight.

Portland, Monday, Aug. 14.

The schooner *Starlight*, Capt. York, of and from Portland, for Washington, with a cargo of hay, was burned to the water's edge, and sunk off Nantucket on the morning of the 11th inst. The crew lost all their effects, and arrived here this morning. The vessel was not insured. Origin of the fire unknown.

The iron-clad fleet left Portsmouth, for Portland, at 9 o'clock this morning, and will arrive here about 5 this afternoon.

The Maine Democratic Convention.

Portland, Monday, Aug. 14.

The leaders of the State Democracy are assembling, in preparation for the convention to-morrow. The representation will probably not be very large. Judge Howard, of Portland, is the prominent candidate for the nomination for Governor. The convention begins at 10 o'clock to-morrow morning.

Constitutional Convention at Denver.

Denver, Monday, Aug. 14.

The Constitutional Convention, now in session here, voted almost unanimously that it is expedient to form a State.

MILKY WAYS.

Description of the Orange County Milk Region.

DAIRY FARMING.

How the Milk is Treated at Home and in New-York.

What it Pays the Producer and Costs the Consumer.

Middlemen, and How They Operate.

REMEDIES PROPOSED, &c., &c.

Historians and biographers of the olden times used to begin their narratives with the *creation*; and to get at a proper understanding of the milk question, it may be necessary to follow their example in this respect. In the first place, then, good milk contains a considerable proportion of lime—a full table-spoonful to every gallon. The section of country, therefore, which nature has set apart for dairy farming, is one having large quantities of calcareous ingredients in its soil, either resting on a basis of limestone rocks or containing the washings of such brought down from more elevated localities. This lime is decomposed by the roots of the grass and enters into the composition of the latter, which thereby becomes luxuriant and nourishing. From the plant it is transferred to the animal, and thence to the human system.

The milk region of Orange County begins at Turner's, on the Erie Railway, about 45 miles from Jersey City, and ends beyond Otisville, about 25 miles to the westward. On the southeast side it is bounded by the Highlands, which extend, in numerous parallel ranges, from West Point into northern New-Jersey, and traverse that State to the Delaware. These mountains consist of granite, gneiss, mica quartz, and other rocks of the primitive formation, and contain large quantities of iron ore, which was freely taken out during the war. On the northwest, the milk region is bounded by the Shawangunk Mountain, which is a prolongation of the Blue Ridge of Virginia and Maryland, but in New-Jersey and Southern New-York appears to be quite low, when viewed from the east side. This chain consists largely of slates of various kinds, and near Port Jervis contains deposits of lead ore, which is still being mined in considerable quantities.

On the northeast and southwest, the valley can hardly be said to have any known bounds. In the former direction it stretches to Newburgh on the Hudson; on the opposite, it passes through New-Jersey to the Delaware, forming the most valuable portions of Sussex and Warren counties. It then enters Pennsylvania, through which it extends into Maryland, Virginia and North Carolina, containing, among other famous localities, Gettysburgh, Frederick City, the Monocacy Valley, and that between Bull Run Mountain and the Blue Ridge. For most of that distance, its soil is essentially the same as in the section under review, highly calcareous, the limestone rocks being within a few feet of the surface.

Along the line of the Erie road, which traverses the "divide," (streams passing from it to the Hudson, the Delaware and the Passaic,) the valley is fully 1,000 feet above tide-water. In Pennsylvania and States further southward, it is several hundred feet lower. This elevation secures it almost complete exemption from the agues and other fevers which haunt the more swampy neighborhoods adjoining the sea-coast. Indeed, if the material conditions to an earthly paradise exist on this continent or on the planet, they do in those lateral and most picturesque valleys which are inclosed in the great mountain system passing from the Eastern to the Cotton States. Physically, man appears to approach the standard of perfection, and the lower animals walk the earth as if fully conscious of their superiority to the dwarfed and hungry breeds in the mountains or the lowlands. Reversing Pharaoh's dream, the cows seem able to devour "the lean and ill-favored kine" of the lowlands, only they would scorn to exchange for their rich clover and timothy a mess that would be indigestible; while thoughts of such a dish would never be absent from their memories afterward!

We have called the region in question *a valley*, or it might be more suitably styled a series of lateral valleys, separated from each other by parallel chains of low hills, often round-shouldered, and always graceful to the eye. These vary in height from 100 to 300 feet, and are mostly cultivated to their summits, though a few of the tallest wear tufts of wood on their tops. The hills or mountains flanking the milk region on the east are from 250 to 750 feet above the valley, and on the west side, seemingly not so high. The Ramapo Valley is cut almost transversely through the Highlands. A depression of perhaps 150 feet affords a passage for the Erie Railway through the Shawangunk.

At Chesterville, some ten miles west of Turner's Station, a branch line proceeds northeastwardly to Newburgh; while another passes southwestwardly ten miles to Warwick, a thriving village of 1,000 inhabitants. It is designed to extend this line to Newton, N. J., twenty-eight miles, where a connection can be had with the Morris and Essex road, now being pushed down the valley to Easton. This will unite the Hudson and the Delaware through one of the most productive and lovely regions on the continent. It is understood that means enough have been provided to warrant the commencement of this work.

With the abundance of rain which has fallen this season, the face of the country could not look more beautiful in August. The rich bottom-lands are green, of course, and so are the hill-sides up to the woods which crown their summits. No grain of any account, except corn, was planted; and the tall plumes and green leaves of this plant never waved or nodded more gracefully than they do in this (literally) year of grace. Fruit is not very abundant, and the farmers evidently think less of choice varieties of apples than they do about the most productive breeds of cows in their lacteal secretions.

As compared with ten years ago, agriculture has manifestly undergone great improvements. Nearly every farmer has his mowing machine; still the reign of progress is far enough from a termination. Many of the finest bottoms and slopes along the bases of the mountains are covered with coarse, sedgy grasses, the effect of neglecting drainage. Ten thousand laborers could be profitably employed in this capacity, even at the existing scale of wages, which are certainly no higher, proportionally, than the price of milk. The fences are to a great extent of the zig-zag pattern, wasting both timber and land, beside being exceedingly offensive to the eye. A draft, duly enforced, upon one-half the idlers about the railroad depots and taverns would soon suffice to make the farms as tidy as a new pin in this respect. Perhaps nature has done too much for that section to develop the highest types of human industry, and the strongest disposition to improve. As in other limestone regions, the common roads are excellent, affording ample scope and verge for the frequent trials of speed in horse-flesh. This seems to be the master passion of the Orange County people. One may spend a day anywhere and not hear war, politics, trade, religion, science or literature mentioned; but it is as impossible to escape an hour from the fruitful topic of trotting-horses as from the more material discussions relative to milk, butter and cheese. Indeed, with all except the aged, the horse takes precedence of the cow or anything else.

DAIRY FARMING.

To go into dairy farming at all, a pretty considerable capital is required. "Unto him that hath shall be given;" and the farmer who drives twenty milch cows may always expect better treatment from the milkman than he who owns only two or three. If there is danger of so abundant a supply as to weaken prices somewhat, the small farmers are first made to suffer by Barebones, who neglects to send back the cans until the milk has spoiled. Sometimes this trick is played upon rich as well as poor; but not so freely nor to so great an extent in proportion. The favor of a large farmer may be of importance next year, and it is not deemed advisable to rasp his feelings by frequent neglect. Wise men, in their generation, are milk-dealers.

We shall suppose a farm of 100 acres, to be owned or leased for dairy purposes. If the former, it will cost from $100 to $150 per acre, according to situation, quality and improvements. This is apt to be stocked with from 16 to 20 cows, and a team of horses; the former costing now from $75 to $80 a piece, as against $35 to $45 before the war. The price of land has not advanced in the same proportion, being, probably, not more than one-third higher than in 1860.

The quantity of land under crops of grain and vegetables, is seldom more than one acre in four, the object being to produce as much of these only as will supply the wants of the owner's family and his stock the whole year round. Wheat flour, however, is an exception to this rule, there being scarcely a barrel full produced in a township. The advantages of an improved system of drainage and deepening the soil are such that a smaller portion of land would produce as great a quantity of grass or hay, and that of a much superior quality. Deepening is, in fact, effecting an insurance against the effects of either drought or excessive rains.

The breeds of cattle used consist chiefly of natives crossed with Devons and Durhams. Aldernays are far from being common, especially in the milk districts proper. A considerable proportion of the stock is raised in Pennsylvania, where the farmers have given more attention to breeding for the market, than in this State.

A good cow is expected to produce from 12 to 14 quarts daily, during the months of May and June, and perhaps July, or an average of eight quarts from April till December—as many months in the year. This will amount in the aggregate to fully 2,000 quarts annually. The *average* yield is probably not less than 1,800, which, at the prices now ruling, (four cents,) would about repay the animal's cost in a single season. The price, however, has exceeded that figure the past year, and will probably do so during the present. Altogether the gross proceeds of a large and well-kept dairy for the year will range between $1,000 and $1,500, very few going above the latter figure.

Such a farm, stocked in this manner, can be easily managed by two men, or by one man and two boys. Excepting the hay, there is no crop which matures in large quantities at the same time, and the mowing-machine now provides for that. The horses can do all the plowing required, and not feel oppressed by the task. On the whole, the dairy farmer's life is not one of drudgery; but it requires him to be watchful, skillful about animals, and to be constantly at his post. On this account many who succeed in it tolerably well are apt to become weary of its monotony, and forsake it for some other pursuit. Those who have made up their minds to follow it for life, and do so intelligently, as well as resolutely, are apt to grow rich. Probably in no part of the United States can there be found a smaller proportion of poverty than in the milk district of Orange County.

The production of butter and cheese is certainly not on the increase there, and may be on the decrease; on the other hand, that of milk is growing largely and rapidly. Within an area of five miles on each side of the several lines of railroad, the making of butter and cheese has almost entirely ceased; so that the farmers have to buy the supply of both needed at their own tables. This goes hard with them, when paying forty-five cents for a pound of butter; but there is no resource left, the sale of milk being so much more profitable. With the extension of the railroad from Warwick to Newton, a great portion of Sussex County will experience a similar revolution.

HOW THE MILK IS TREATED—CREAMERIES.

Farmers have the option of sending milk directly to the city by the regular milk train, or selling it to the owners of creameries, which are found every few miles along the railroad. A major part of it is probably sent on individual account directly to the New-York milkmen. As only one train carries that article, half the milk must be kept in coolers for ten or twelve hours before shipping. Those who sell to the creameries have the advantage of escaping all risk and trouble, beyond its delivery morning and evening. A brief description of one at Warwick, owned by Messrs. Sanford & Smith, and as large as any other in the country, will suffice to give a general idea of their management. The building is a plain, two-story frame house, about fifty feet long by twenty or twenty-five feet wide. It is situated in a hollow, close by a fine spring of water, which gushes most refreshingly out of the ground. An apartment in the creamery, about twenty feet by twelve, has its wooden floor sunk so far below the waterlevel, that it suffices to immerse the milk-cans up to their necks. Into this cold spring water, with a temperature of 50 degrees Fahrenheit, the cans are placed, immediately after arriving, and there they remain during the day. About 4 o'clock P. M., after stirring the milk, so as to mix the cream which has gathered through the rest of the milk, it is taken out and shipped to New-York, where it arrives shortly after midnight, and it is served out next morning.

The afternoon's milk is differently treated. After undergoing baptism by immersion in the cans, *the cream is skimmed off*, and the skim-milk made into cheese on the premises. The cream is put into cans, which are carefully packed in ice during the day. The can is then placed inside a tub, where it is surrounded with ice sufficient to keep it cool until reaching the city. On account of the extra space taken up, and the greater difficulty of handling, the charge for transportation is double that of common milk. It sells in New-York for about 35 cents per quart.

The appearance of the creamery denotes the utmost regard to cleanliness and purity, no foul odors assailing the nostrils in any part of the building. On the outside, ranges of cans and coolers are constantly seen basking in the sun. Evidently every precaution is taken to furnish milk in the purest condition possible to the consumer.

For making cheese the milk is poured into a trough, about 12 feet long by 40 inches wide, and 20 deep, the inside being lined with tin, which is kept perfectly clean. This vessel holds 600 gallons, which will make from 350 to 400 pounds of cheese. Estimating the wholesale price of the latter at 11 cents per pound, it will be seen that it pays about a cent and half per quart for the skim-milk, after allowing for the cost of manufacturing. To return: Underneath the trough, for its whole length, extends a copper tube, nine or ten inches in diameter, containing the fire. The milk is heated to a temperature of about 85 degrees, before putting in the rennet, after which it is raised to 105 or 110, when the curd is taken off. The presses are simple screw fixtures, and suffice to make the cheese in twenty-four hours. The article, of course, is sufficiently tame to be unintoxicating; but a large demand for it exists in the South and the West Indies, where it can resist the action of the climate better than cheese made of richer milk. It is said that Orange County cheese was one of the articles which ran the blockade of our Southern ports largely during the war, "Johnny Reb" having no substitute for it nearer home.

DOCTORING THE MILK.

Up to this point milk cannot readily undergo much doctoring, whether by additions of water, by skimming or otherwise. Still, there are some efforts put forth in that direction. We propose to point out these and the methods adopted for detecting them.

Milk dealers require that the article shall be delivered to them pure and fresh. If they are honest, they desire to sell it in that condition to their customers; if dishonest, they prefer to add water themselves to suit the tastes or knowledge of consumers. Many farmers, however, *will* water it more or less, even after they have been detected and docked for their trouble. The mode of testing the milk is simple and effectual, so that the addition of two per cent. or more can be discovered. A small glass tube, with a large bulb at its lower end, which is filled with shot, is marked with a scale, like an ordinary thermometer. This hydrometer is made to displace an equal bulk of water, or sink in it to the upper end of the tube. If it be immersed in a substance lighter than water, it will sink to the bottom; if in a heavier, a portion of the tube will ascend above the surface. The water line is (suppose) 80 degrees, and that of the best milk 110; now every addition of water made to the milk is shown by the tube sinking to a lower figure. Thus, at or above 105 the article is considered excellent; at 100, good; at 95, rather poor; at 90, it has been "christened," and at any lower figure well washed. In such a case "the record" (more or less frequently taken) is referred to; and the good Deacon is not only rebuked for his overreaching, but docked for all the difference between the scale of his milk and 100, which is taken as the standard. In general, he submits to the penalty with the utmost grace, and institutes a reform, which lasts until he has regained the confidence of "the party of the second part." The milk being tested, perhaps, only once a week, he may hope in time to succeed in running the blockade without being again caught, or having a portion of his cargo confiscated.

To verify the accuracy of the test, a tube, filled with milk, had a portion of it poured out and an equal quantity of water put in. The hydrometer, which had previously reached 99 degrees, fell to 80, which was fully as much as the altered proportions of the two would have warranted. It should be stated, however, that all instruments do not measure precisely alike, some being as carelessly made as are many of the cheaper weather instruments. Still, the poorest of them will show the same distinction between pure milk and that which has been well watered.

The next doctoring process is by adding skim-milk of the evening before to the morning's, which is daily shipped by the cars. One of the proprietors of this creamery assured me very positively that they sent no skim-milk to the city (an outside report had stated the contrary); but it is easy to conceive that such a piece of roguery may be far from uncommon on the part of some. The instrument in this case, will tell no tales, since skim-milk is rather heavier than fresh thing; and when the demand for cheese falls off, or appliances for making a given quantity may not exist, there are many who would never scruple about pouring in the poor milk among the richer. No doubt, on the sly, this is done to a very considerable extent by men who pass for being the cream of the cream in good society.

As ice does not cost two cents per pound, and as it not only keeps the milk cool for a time, but is said to preserve it from curdling longer than that which has not been iced or spring-watered, to the extent of a quart or so to the can, it is reasonable that many milkmen will be liberal in using the contents of their ice-houses during the Summer months. An addition of five per cent. to the contents of a can is not considered as an unconscionable proceeding, but openly acknowledged and defended. On a small business it does not amount to much; but let this reach a dozen or twenty cans per day, and the ice-house becomes about as profitable a concern as "the cow with the wooden tail," herself.

But it is on arriving at its journey's end by rail that doctoring by the hydropathic treatment begins in good earnest. The writer of this has taken occasion to watch the manœuvres of Basebones, which are substantially as follows: The contents of the cans are partly poured into empty ones, four being emptied into five or six, according to the neighborhood through which this "pure milk" is to be served. The nature of Barebones "abhors a vacuum," and so the empty space is filled with water from a hose-pipe at Long Dock or on the other side of the river. On the ferry-boat it is sometimes done before the passengers, who look on and crack jokes at the expense of poor New-Yorkers, instead of dousing the milk-doctor. More frequently, however, the process goes on at the foot of Chambers-street, at a very early hour, when a string of milk-wagons may be seen awaiting their chance to milk the nearest croton pipe, while the drivers spend their time in cursing one another or liquoring up, according to the season and the "vacuum" existing in their own milk-pots. This done, they set out on their accustomed rounds to serve a decoction of two parts milk and one part water to thirsty customers at ten cents a quart.

The total quantity of milk shipped by the Erie Railway, during the Summer months, ranged from 30,000 to 35,000 gallons per day. From Goshen were sent 3,150 gallons; from Middletown, about the same quantity; from the Warwick Branch Road, about 6,000 gallons; from the Newburgh Branch, about 2,000; from Monroe, fully 3,000; and from Turner's, 1,000 gallons per day. These quantities have since fallen off from five to ten per cent.

The cost of transportation used to be three and a half cents per gallon; it is now five and a half cents. As a single car will hold 240 cans, containing ten gallons each, it will be seen that the freight received on a car of milk is $132. Frequently, during the Summer, the milk train earned from $1,600 to $1,800—doubtless the most profitable train on the road, considering that it ran only 80 miles and at a slow speed.

THE COST OF MILK

in Orange County, delivered at the railroad, was three and a half cents per quart during the month of June; in July and August, four cents; in May, four cents; in April, from five to five and a half, and in the three previous months, from six to seven and a half cents. From May till October, this year, the average will be about four cents. The transportation is nearly one and a half more. One-half cent additional may be allowed for losses and crosses—milk souring, cans getting lost or broken, &c. At Long Dock, therefore, in this day of high prices, the cost of pure milk, delivered by wholesale, is six cents per quart, *and no more*. Considering the diluting process to which it is there subjected, or rather subjugated, it costs to the consumer *from twelve to fifteen cents, and not unfrequently even more than this*—a pretty wide margin for profits, truly!

COMBINATIONS AMONG MILKMEN.

That pure fresh milk can be delivered at eight cents a quart during the Summer and ten cents during the Winter, needs no further testimony. One man with his horse and wagon can easily serve from two hundred to three hundred quarts daily, reckoning the customers who take large quantities. If the mass of consumers pay from fifty to one hundred per cent. more than this, the inference is that the natural law of supply and demand has been interfered with by combinations among the milkmen. But this is no mere inference from general principles; the fact can be substantiated beyond a cavil. It can be proved that combinations of bulldogs, in the shape of milkmen, and often unnaturalized persons at that, exist here, actually driving out of the business those who might interfere with their monopoly. As evidence of this charge, we submit the following facts obtained from unquestionable sources:

In December, 1861, the farmers of Orange County, feeling dissatisfied with the prices then received, (about two cents per quart,) held a meeting in Goshen and appointed two persons as agents to sell their milk in the city. They opened a store for that purpose and offered the article for sale, modifying the prices from day to day according to the supply coming forward. In other words, they determined to sell pure milk, and sell it all, at the best prices they could obtain. In a few days a bitter opposition began to develop itself. Barebones was aroused, and indignant at this interference. He swore that the milk should never be allowed to go out of that store. Other persons had been permitted to sell milk to dealers on the railroad platform; but the milkmen had succeeded in preventing its sale there by these agents, hence their removal to New-York, where they were followed by like violence. Finally, one of the agents was frightened, and he backed out of the attempt. The other held his ground resolutely; but the premises had to be guarded constantly by policemen. Seeing their threats useless, the monopolists sent up agents among the farmers offering higher prices than they were then receiving in New-York if they would sell to them. It was at the dead season of the year, when milk was scarce, and too many of the farmers who had pledged themselves to send all their products to the store in New-York, meanly accepted the offer of Barebones and broke their promises. The agents, of course, could not supply their customers regularly, and the enterprise had to be abandoned, with loss. This accomplished, the milkmen once more found themselves masters of the situation, and the farmers have ever since had occasion to regret having adopted such a short-sighted policy in that regard.

We have all heard of the story of the Dutch merchants destroying their spices, when the crops happened to be abundant, in order to keep up prices. In effect, the same rule prevails among the New-York milkmen at the present day. If the article, after being all engaged in advance, comes forward in so large quantities, that to get rid of the whole, they must reduce the price somewhat, *they keep back the farmers' cans*, or a portion of them, for one, two, or three days beyond the time. Either the milk goes to loss or a churn must be rigged up at considerable trouble and expense. As already stated, small farmers are more likely to be tricked in this manner than their richer neighbors; but the best are not always exempt.

One of the most conspicuous and profitable of those interests is the Orange County Milk Association, which started about twenty years ago as a private enterprise, but was incorporated in the winter of 1861-2, with a capital of $100,000, in shares of $100 each. Shares, we believe, are not for sale in the market; but they are understood to be worth double what they cost, in spite of outlays upon various objects. The company own a building at the corner of Greenwich and Desbrosses-streets, in this city.

On behalf of this and some other parties known as middlemen, it is claimed that the farmer has several advantages in preferring these to ordinary retailers or storekeepers. There is less risk about getting paid, and often less delay. The word of an interest like the Milk Association is regarded as all-sufficient; while strangers are required to give security in advance. With the utmost precaution, however, the producers are often wofully fleeced. On one occasion a well-dressed and very plausible-looking stranger came to a village in the milk region, offering to engage in advance any quantities at good prices. Some inquiries were naturally made about his standing as a business man, which he guarantied to prove first-class. In order to put all suspicions to rest he produced $100—all the money then in his possession—and deposited it in bank as security to the farmers. They swallowed the bait. Before many weeks he had received over $500 worth of milk, and when the honest farmers went to look after their money, all they could obtain was the small deposit in the bank. This is only a specimen of the swindles that have been perpetrated by Barebones, whenever he can get an opportunity. Among a cautious people what could be expected but that they would adhere to the middlemen, who have grown rich out of the public; but at the same time have fulfilled their obligations in tolerably good faith toward the producers?

THE REMEDY

consists partly in giving a full and truthful *exposé* of the business, and in urging upon the public the necessity of reform. There is no earthly doubt that as good, pure milk as is produced on any dairy, might be retailed here, during the summer season, at eight cents per quart, and during the winter at not more than ten. But to enlighten the public as to the tricks of the craft is only an initial step in the right direction, to be followed up by others which will exercise a positive influence in abating the evil.

And, first, *combinations must be met and overcome by combinations*. That these exist among the milkmen is beyond a doubt, and has been sufficiently shown. To offset them the consumers ought to combine and fix the maximum price they are willing to give. There is no serious obstacle in the way—at least none but what can be overcome by two or three resolute men in any locality. Let the people residing in any half-dozen blocks of this city assemble in public meeting, and agree to act together for one year, each taking a certain quantity of milk, which *can stand the test of* 100 *degrees*, the money to be paid weekly. To establish a run of 200 quarts per day would insure a fair support from the beginning. This done, let a notice be inserted in an Orange County newspaper, calling the attention of farmers to the fact. It will elicit a favorable response in less than twenty-four hours. Indeed, the writer of this has been told by men long in the business, that they could readily take hold of an offer to furnish even less than 200 quarts, as they would expect the demand to increase so largely that in time they would be unable to supply it.

On the part of the movers in such an enterprise it would be requisite that the article furnished being such as was promised, they should not forsake the new milkman for one of their "old flames," in the event of these reducing prices to kill off the unwelcome competitors. Unquestionably they would resort to this step, if they found threats and violence useless in driving them off. But surely the sweets of monopoly have been sufficiently tasted, and the tricks of monopolists sufficiently exposed, to warrant the belief that very few persons would thus be seduced from their fidelity to the anti-monopoly association. The person, who, under such circumstances, would fall off from it after voluntarily entering into it, would deserve to have his milk crotonized to the tune of cent per cent for ever afterward.

The men who take an active part in such a laudable proceeding must be prepared to make frequent use of the hydrometer against Barebones, as Barebones now does against the farmer. The devil must be fought with his own weapons, whenever these are of an unexceptionable character, as in the case before us.

Hotel-keepers and saloon-keepers ought to take an especially prominent part in such a movement. Where others consume by the pint, they do by the gallon. It has been supposed that milk is delivered to them pretty pure, and in some cases it may be so. But we have good authority for charging that a majority of the stewards at hotels are in secret league with the milkmen. To such an extent does this prevail, that a new-comer would be laughed at for his verdancy, did he expect to succeed in serving milk to a first-class hotel, without making friends with Master Steward. For though his milk was ever so sweet, and stood ever so severe a test with the hydrometer, Master S. would find a method of destroying its character the next day. It would sour on the breakfast-table; it would be forty per cent. or more cold water; it would be anything or everything bad, so that the owner would feel compelled to discharge his milkman and be served by another, who took the precaution of securing the favor of "the power behind the throne."

There is no other route, by which milk is brought to this city, more costly than the Erie Railway. The freight is the same (55 cents per can of ten gallons) whether brought from Turner's or Otisville. Before September last the charge was only 35 cents per can. After prices shall have generally receded, it is fair to suppose that the rates will also undergo a decline. Where transportation is so very profitable a source of income, railroad companies should frown upon every attempt to establish a monopoly, knowing that as the producer and consumer are brought more closely together, it will inure correspondingly to their own benefit. While the existing rates are unquestionably too high, it ought to be said in justice to the Erie Company, that on no other road is there greater punctuality in delivering milk. That train takes precedence of all others excepting the express; and is certain to reach Long Dock about the time when due, though two or three locomotives were needed to haul it through the snow-drifts.

The grand fact, then, is that good, fresh milk, delivered at Long Dock, costs 5½ cents per quart, and that half a cent. additional will suffice to cover all losses and risks, except from the carelessness of the milkmen themselves. Making due allowance for water, this milk costs the consumer from 12 to 15 cents per quart, or from 100 to 150 per cent. for mere delivery!

It only needs half-a-dozen resolute men, who are willing to sacrifice a little of their own ease and comfort for a time, to break the back of this odious monopoly—one that is waging war to the knife, not only with our property but with ourselves, our wives and children. New-York has the means, the brains, the energy required to take the wind out of this or any other kindred monopoly. It only requires a beginning. Shall it not be made at once?

The Fire Department.

The regular meeting of the board took place yesterday afternoon, at Firemen's Hall. Present—A full board.

Communications were received from the Chief Engineer, calling attention to the case of Patrick N. Hennessy, a member of Engine Company No. 4, who was run over by the engine while proceeding to a fire, on the 7th inst. Commissioner Booth moved the following resolution:

Resolved, That the sum of twenty-five dollars be appropriated and placed in the hands of the Chief Engineer, to be used for relief of P. N. Hennessy, as may be needed. Adopted.

Communication from Hose Company No. 11, confirming action of foreman in returning J. C. Wickes, J. C. Curry, C. H. Barton and Charles Curry as expelled, and requesting that the name of Wm. Solis be erased from said return. Also from C. H. Barton and J. C. Curry, requesting a hearing in the matter. Referred to Commissioners Engs and Booth, with power.

From John Stephenson, stating that there is at his factory a set of wheels for a steam fire engine. Referred to Chief-Engineer.

From W. H. Little, Chief-Engineer, Danvers, Mass., desiring to purchase a hose carriage. Filed.

From Hose Co. No. 38, requesting to purchase their carriage. Referred to Commissioner Booth.

From Amoskeag Manufacturing Company, in relation to repairs to steamers.

On motion of Commissioner Brown, it was

Resolved, That Steam Fire Engine No. 2 be sent to Amoskeag Company for repairs. Adopted.

Communication from Hook and Ladder Company No. 14, returning S. H. Ackert and W. C. Miller as expelled. Laid on the table and parties to be notified.

From A. Meneely's Sons, Troy, N. Y., in relation to bells. Laid on table and Secretary to notify.

From Hose Company No. 43, returning James W. Graff as expelled. Laid on table and Secretary to notify.

From R. H. Budell, President of the Erie Railroad Company, in relation to additional accommodations in Erie Buildings for steamer. Filed.

From Perrin & Stewart, in relation to hose tenders built by them. Referred to Committee on Hose Tenders.

On motion of Commissioner Brown, it was

Resolved, That a committee of two be appointed to report to this board a system whereby the City of New-York may be arranged into convenient engineer districts.

Adopted, and Commissioners Engs and Pinckney ordered as the committee.

Commissioner Engs also offered the following resolution:

Resolved, That $83 33 be appropriated and paid to Daniel Theall for services rendered this department, to and including 31st July, 1865. Adopted.

On motion, the board adjourned to Wednesday.

THE NEW-YORK YACHT CLUB.

The Uniform and Dress of Its Officers, &c.—What They Wear on a Cruise—Very Expensive Garments.

Now that the time has approached for the annual cruise of this club, and its officers, members, &c., will be seen at the fashionable haunts of Newport, &c., we have obtained the description of uniform they are compelled to wear on such occasions, for the benefit of our readers. It will be observed that the dress is very expensive, and the character of ornaments very elaborate.

FULL DRESS.

Frock Coat of navy blue cloth, faced with the same and lined with black silk serge; double-breasted, with two rows of large size yacht club buttons on the breast, nine in each row, placed four inches and a half apart from eye to eye, at top, and two and a half at bottom; rolling collar; skirts with one large button behind on each hip, and one near the bottom of each fold; cuffs to be closed, and from three to three and a half inches deep.

Pantaloons of navy blue cloth or white drill.

Vests of white drill, single-breasted, with standing collar or rolling collar to button nearly to the throat, with nine small buttons.

Neckerchief of black silk.

Caps—Of navy blue cloth, not less than two and a half, nor more than three inches high, and top not more than half an inch greater diameter than base.

Shoulder Straps—Of navy blue cloth, four inches and a quarter long and one inch and a half wide, including the border, which is to be a quarter of an inch wide, and embroidered in gold.

For Commodore—The device in the strap shall be a silver foul anchor, seven-eighths of an inch in length at each end, with stock inclined inward, and three silver fine-pointed stars of half an inch diameter in line in centre.

For Vice-Commodore—Same device as for Commodore, substituting two stars in centre in lieu of three.

For Rear-Commodore—Same device as for Commodore, substituting one star in lieu of three.

For Captains—Same device as for Commodore, omitting the stars.

Cap ornaments to be as follows:

For Commodore—A foul anchor, one inch and a half in length, placed horizontally, embroidered in gold, with a silver star of half an inch diameter at each end of, and one above the anchor, with a space of 3-16 of an inch between the anchor and the stars.

For Vice-Commodore—Same as for Commodore, substituting a star below in lieu of the two stars at either end of the anchor.

For Rear-Commodore—Same as for Commodore, omitting the two stars at either end of anchor.

For Captains—Two crossed foul anchors of one and a half inches in length, with stocks below, cable entwined, embroidered in gold.

For Secretary—Same as for Rear-Commodore, substituting the letter S., in old English, in silver, in lieu of star.

For Treasurer—Same as for Secretary, substituting the letter T.

For Measurer—Same as for Secretary, substituting the letter M.

For Members—Same as for Secretary, omitting the letter.

Sleeve ornaments to be as follows:

For Commodore—Five strips of gold lace, one-eighth inch wide, placed one-eighth inch apart; the first strip below, but joining, the cuff seam, and the others distributed upwardly.

For Vice-Commodore—Four strips arranged in like manner.

For Rear-Commodore—Three strips arranged in like manner.

For Captains, Secretary, Treasurer and Measurer—Two strips, arranged in like manner.

For Members—One strip, arranged in like manner.

UNDRESS.

Sack Coats—Of navy blue cloth, or fine blue flannel, single-breasted, with a row of four large buttons in front; cuffs closed; same straps and lace as for full dress coat.

Pantaloons—Of fine blue flannel, may be worn.

Vests—Of navy blue cloth or fine blue flannel, of the same pattern as for full dress, may be substituted for white drill.

Straw Hats—May be worn in undress in place of the cap, of the following pattern: Body to be not more than 4½ nor less than 4 inches high, and the rim not more than 3½ nor less than 3 inches in width, with a band of black ribbon.

Neckerchiefs—Of black silk.

SERVICE DRESS.

Round Jackets—Of navy blue cloth or fine blue flannel, faced with the same, double-breasted, with two rows of medium-sized buttons on the breast, nine in each row; rolling collar, cuff closed. Same straps and lace as in full dress coat.

BUTTONS

to be of three sizes; large, medium and small, in accordance with a pattern adopted by the club.

UNIFORM FOR SAILING-MASTERS.

Round Jackets, or Sack Coats—Of navy blue cloth, or blue flannel. Same number of buttons as for members; to be of small size on the jackets, and of medium size on the sack coats, with a silver-embroidered foul anchor, two and a half inches in length, upon right sleeve in front, above the elbow.

Pantaloons—Of navy blue cloth, blue flannel, or white drill.

Vests—Of navy blue cloth, blue flannel, or white drill, same as members.

Neckerchief—Of black silk.

Caps—Of navy blue cloth, same as members, without ornament.

Straw Hats—Same as for members, may be worn in warm weather for service dress.

MATES AND CREW.

Round Jackets—Same as for master, omitting the sleeve ornament, except for mates, as hereafter specified.

Frocks—Of blue flannel or white linen, with blue cuffs and collar, stitched with blue or white thread, to contrast with the color of the collar and cuff.

Trowsers—Of blue cloth, blue flannel or white duck, to be worn without suspenders.

Neckerchiefs—Of black silk.

Caps—Of blue cloth, without visor, or Senat straw hats, with a band of black ribbon, as may be ordered.

Sleeve Ornaments—Mates will wear upon the left sleeve of their round jacket, in front, above the elbow, a foul anchor, similar to that of sailing masters, embroidered in white silk; and upon their frock a similar device, embroidered in white or blue silk, to contrast with the color of the frock.

NAVAL INTELLIGENCE.

Auction Sale at the Navy-yard To-day—Sketches of the Vessels to be Sold, &c.

To-day, at noon, Burdett, Jones & Co., auctioneers, will sell, at the Navy-yard in Brooklyn, a number of vessels which have been in the naval service, and for which the Navy Department have no further use. From some cause unexplained, sailing vessels have been purchased at good prices at these sales, and as a general thing have been much sought after. The sale to-day will begin with this class of vessels.

The first on the list is the schooner *Savannah*, which was captured by the brig *Perry*, on the 5th of June, 1861, off Charleston, S. C. She was armed with one pivot gun, and, from the time she was put in commission as a Confederate privateer, captured only one vessel, the brig *Joseph Myers*, on the 25th of May, 1861. She was originally a pilot-boat, and is of the following dimensions: Length, 56 feet; beam, 17 feet 3 inches; depth of hold, 6 feet 7 inches.

The next on the list is the centre board schooner *Orvetta* of 171 tons. She was originally purchased for $8,000 for one of the porter mortar flotilla. She is 95 feet long, 27 feet 2 inches beam, and 7 feet 5 inches depth of hold. She participated in the bombardment of the forts below New-Orleans in April, 1862, was at Vicksburgh in June of the same year, and at Port Hudson in May, 1863, and from that time until the close of the war has been on blockade duty.

The *Sarah Bruen* is a schooner of the same class, and was purchased for the mortar flotilla for $7,000. She is 233 tons register, 105 feet in length, 26 feet 7 inches beam, and 9 feet hold. She has performed similar service to the *Orvetta*.

The schooner *Samuel Rutan* is 212 tons register, and cost $11,000. She measures in length 109 feet, 28 feet 3 inches beam, and 7 feet 7 inches depth of hold. She has been attached to the East Gulf Squadron during the war.

The brig *Bohio* is 196 tons register and 100 feet in length, 24 feet 6 inches beam, and 9 feet 4 inches depth of hold. She cost $9,000. She has been attached to the Gulf Squadron during the war.

PROPELLERS.

The propeller *Dandelion* registers 111 tons, and is of the following dimensions: Length, 85 feet 9 inches; beam, 19 feet 6 inches; depth, 7 feet 9 inches. She has a single engine, with 27½ inches cylinder, and 26½ inches stroke of piston. She was a tug and dispatch-boat in the squadrons of the late Admiral Dupont and Admiral Dahlgren.

The propeller *Camelia* is 198 tons register and 111 feet in length, 19 feet 10 inches beam, and 11 feet hold. She has a 30-inch cylinder and 30 inches stroke of piston.

STEAMERS.

The *Honeysuckle* is a screw steamer of 234 tons, and formerly bore the name of *Wm. Fargo*. She sailed from New-York on the 24th of December, 1863. She is 121 feet in length, 21 feet 8 inches beam, and 9 feet 7 inches depth of hold. She has an engine with a 30-inch cylinder and 30 inches stroke of piston. She captured the blockade-runner *Fly*, on the 11th of January, 1864.

The *Valley City* is a screw steamer of 190 tons, 128 feet in length, 22 feet 5 inches beam, and 7 feet 5 inches depth of hold. The Navy Department purchased her in 1861, paying her owners $18,000. She participated in the attack upon Roanoake Island, Feb. 7, 1862, and was also at Elizabeth City and Newbern in March of that year, and on the 4th of May, 1863, had a brilliant skirmish with the Confederates on the Chowan River. She has always been attached to the North Atlantic Squadron. She has an engine with a 24-inch cylinder and 24 inches stroke of piston.

The paddle-wheel steamer *Fort Henry* was formerly a ferry-boat, and is of 519 tons register, and of the following dimensions: Length, 151 feet 4 inches; beam, 32 feet; depth of hold, 11 feet 8 inches. She has a 38-inch cylinder and 10 feet stroke of piston. She has been stationed on the coast of Florida during the war, where she has done excellent service.

The last on the list is the screw steamer *R. R. Cuyler*, built for the Cromwell line of Savannah steamers, and named after a leading merchant of that place. She is 1,202 tons register, and cost the Navy Department $165,000 in 1861. She carries a battery of 12 guns, and is of the following dimensions: Length 233 feet 6 inches, beam 34 feet 6 inches, depth 15 feet 9 inches, height between decks 7 feet 6 inches. The cylinder is 72 inches in diameter, and the piston has a stroke of 48 inches. She is a fine vessel, and has not seen service such as would impair her vitality for the mercantile marine service. The sale will no doubt be largely attended.

ARRIVAL.

The United States steamer *Amaranthus* arrived at this port yesterday morning from Charleston. Her officers are: Wm. R. Cox, Jr., Acting Ensign, commanding; Washington Van Wyck, Mate and Executive Officer; J. A. Orcutt, Mate; Chas. R. Jones, Second Assistant Engineer; Samuel Fowler, H. W. Force, Third Assistant Engineers.

The schooner *George Mangham*, from Key West, is loading with ordnance stores, and has on board the major part of the battery of the ill-fated screw sloop *San Jacinto*, lost last Winter in the West Indies.

PERSONAL.

Commander Foxhall A. Parker has been ordered to command the sailing sloop *Savannah*, the second of the Naval Apprentice School Ships.

Capt. B. F. Sands has been detached from the *Fort Jackson*, and ordered to the Boston Navy-yard.

Acting Ensign Wm. W. Maclay, who was detached from the Brooklyn Navy-yard and ordered to the *Nyack*, is awaiting orders.

NEW STEAMSHIPS FOR THE SOUTHERN TRADE.

Description of the Steamships Meteor and Moneka.

THE STEAMSHIP METEOR,

is up for New-Orleans in Messrs. H. B. Cromwell & Co.'s line, and will sail on Wednesday, Aug. 16. Her general dimensions are 251 feet on deck, 34 feet 8 inches breadth of beam, 16 feet 4 inches depth of hold; draws 15 feet of water when loaded, and is 1,480 tons burthen, old measurement.

This vessel was built by contract with Messrs. Tobey & Littlefield, of Portsmouth, N. H., and was launched about twelve months ago, but not completed until some time thereafter. She is quite sharp forward with good bearings amidships, and a light round stern. Her frame, which is of white oak, chestnut, &c., her keel, keelson, planking and fastenings, are all of first quality materials. She is diagonally strapped with iron straps, 4 by ⅝ inches, which connect with a stringer plate at the lower deck, 6 by ¾ inches, running down to and fastening below the floor heads.

The *Meteor* is owned by Capt. B. Forbes, of Boston, and was built under his immediate superintendence, and after a model of his own. Her officers assert that she is fast, and predict good time from her on this trip. Her motive power was built by the Greenoch foundry, in Scotland, and consists of a vertical direct acting engine, having two cylinders, each 62½ inches in diameter by three feet stroke of piston; her propeller is of composition, 13 feet in diameter, and has a pitch of 23 feet. She has four tubular boilers, two on each side of the ship, each having three furnaces, and they contain 7,083 square feet of heating surface, and 204 square feet of fire surface. The condenser is equal in area to the cylinders, and her air-pumps, donkey boiler, independent steam fire and bilge pump, are of first class, both as regards size and workmanship.

The rig of this vessel is peculiar, and is known as the "Forbes rig;" her masts are fitted with screw-fids, so that they can be housed without coming up with the lanyards of the rigging, and the top-ropes are intended to be constantly rove, the rigging being fitted on composition cylinders. The yards and sails on the fore, from the lower yard up, fit on the main; that is to say, the fore yard is the same in length as the maintopsail yard, and so on; the same adaptability exists between the mizzen yard and fore; in a word, the yards and sails all over the ship, excepting only the main yard, main and fore coursers, are capable of being made use of in other places. The advantages of this arrangement are claimed to be numerous.

The *Meteor* has capacity in her bunkers for 350 tons of coal, and reserved room in the after and forward holds for 150 to 200 tons more; thus enabling her, by the aid of her canvass, which is about equal to a clipper ship of 1,000 tons, to go upon very long voyages.

The accommodations of this vessel for passengers are of the same order as in all the vessels in this line, being large, well ventilated and well furnished.

THE STEAMSHIP MONEKA.

This fine steamship is on the route hence to Charleston, in Messrs. Livingston, Fox & Co.'s line, and is a capital specimen of naval architecture. She has a good model, and will, without doubt, be quite fast.

She is 175 feet long on deck, 28 feet wide, 17 feet deep, has two decks, draws when loaded 12 feet 6 inches of water, and is 655 tons burthen, old measurement.

Her saloons are very handsome, being finished and furnished in excellent style.

This vessel is strong, her frame being of white oak, hacmetac, &c., and her fastenings of treenails, spikes and copper.

The frames are molded 13 inches in the angles, and sided 8 to 12 inches, and are spaced 24 inches from centre to centre.

Her motive power consists of a vertical, direct acting engine, with a cylinder of 26 inches in diameter, and a stroke of piston of 2 feet 10 inches. Her propeller is of cast iron, and 10 feet in diameter. She has one tubular boiler, which generates steam very easily.

The hull of this vessel was built in Philadelphia by Messrs. Cramp & Son, and her machinery by Messrs. Neafie & Levy, of the same place, and these gentlemen are entitled to commendation for their latest nautical production.

THE POLICE COURTS.

Jefferson Market—Before Justice Ledwith.

RETURN TO DULL ROUTINE.

The court-room was well filled yesterday morning, and, to an inexperienced spectator, it would have seemed that there was promise of a sensational session; but a glance at the morning returns from the respective police precincts which are required to report at this tribunal dispelled the illusion. The long columns of names which were displayed on these returns yielded no petroleum, no bank frauds, no romantic case of bigamy; but from top to bottom, the record read, "John Smith, drunk;" "John Brown, intoxicated;" "John Robinson, fuddled and disorderly;" "Peter Smith, guilty of assault;" "Peter Brown, attempt at petty larceny;" "Peter Robinson, vagrancy;" and so on. The complaints against these prisoners took the usual course. John Smith, being a novice in bibulous matters, and having never before required the escort of a policeman, was released with a reprimand; John Brown, having devoted a not inconsiderable share of his earnings to the flowing bowl, was released upon contributing $10 toward the support of the county's poor; and John Robinson, having cultivated amicable relations with all the barkeepers in town, and, in so doing, established intimate acquaintance with the police, and secured a deep vermilion disguise on the tip of his nasal organ, was awarded the usual ten days' board in one of the city's institutions. Many sorrowing wives appeared to invoke the aid of the law in keeping their quarrelsome husbands' hands off their persons, and one couple made affidavit against

A RUFFIAN

who rendered the name of William Bergen and was committed to answer at the Court of General Sessions, for a hideous assault which he is alleged to have made upon Mrs. Eliza D. Connolly, of No. 167 East Twenty-second-street. Bergen, whom Policeman Hart had apprehended at the instance of Mr. Anson Connolly, the lady's husband, said that when he knocked Mrs. Connolly to the floor he was unconscious from undue indulgence in liquor. He was committed for examination. Another case in which

THE GENIUS OF GIN

was the central figure, was that of Frank Bunker, of Wooster and Houston streets, vender of lager-bier, against Silas Haight and others of a party of youngsters who drank the foaming lager in his house, on Sunday evening, until midnight, declined to cancel their bills, and when Bunker repeated his demand for money, the entire drunken gang fell upon him with their beer-glasses, and beat him therewith, until a policeman entered, and took them into custody. When the fashionably-attired youths appeared before Justice Ledwith, he remarked that their appearance was not that of ruffians, and they pleaded intoxication in excuse of their conduct. Upon this statement, Mr. Bunker not being disposed to press a charge for felonious assault, particularly as the defendants had become intoxicated in his house, the magistrate dismissed the prisoners, with a reprimand.

Essex Market—Before Justice Mansfield.

GRAND LARCENIES.

Charles Heil, of No. 26 Stanton-street, took Mary Myers, of the town, to the Frankfort House and passed her off as his wife, and on waking on Sunday morning, missed his spouse of an hour and his money also, of course. He thereupon entered complaint at the Fourth Ward Police-station, and Patrolman Yankrieff, knowing the syren, arrested her. The prisoner confessed, and restored $31 of Heil's money, but said that she had expended the residue of $90 in having an uncommon spree. She was committed for examination....Dennis Desmond, of No. 186 Madison-street, having been hit in the head by several glasses of gin, fell asleep in Water-street, and on waking wondered how it had happened that his watch had been stolen. Policeman Websebe, of the Seventh Ward, arrested one John Keefe for the robbery, and David Hennessy appeared before Justice Mansfield and made affidavit that he saw the prisoner steal the watch from Desmond's pocket. The accused was committed for examination....Mrs. Elizabeth Alteer, of No. 176 East Eleventh-street, appeared against Annie Duffie, who had been arrested by Patrolman Burns, of the Seventeenth Ward, for stealing $59 worth of women's garments from Mrs. Alteer's dwelling. The prisoner confessed, and was committed, in default of $500 bail, to answer at the Court of Special Sessions.

FELONIOUS ASSAULT.

Mr. John G. Halligan, of No. 79 Canal-street, and one Joseph Bowers, quarreled in a porter-house, and Bowers, it is alleged, struck Halligan on the head with a bottle, inflicting serious wounds. Bowers, having been taken into custody, was committed, without bail, to stand trial in the Court of General Sessions.

The Tombs—Before Justice Dowling.

YOUNG BURGLARS COMMITTED.

Yesterday afternoon Officer Wooldridge, of the Sixth Ward, observed two youths—John Cook and William Carroll by name—aged 16 and 19 years respectively, entering a second-hand clothing-store in Baxter-street with a huge bundle of garments for both sexes, and suspecting them, the officer took them into custody, and ascertained that before daybreak yesterday morning they had forced a basement window in Mr. Henry P. West's dwelling, at No. 242 West Thirtieth-street, and entered and stolen the clothing therefrom. The prisoners confessed, and were committed for trial.

THE ADAMS EXPRESS IN COURT.

Mr. William L. Crane, agent for the Eastern Division of the Adams Express, appeared against William McCamman, of New-Brunswick, N. J., a driver in the Company's employ, and oath was made that McCammon had collected $37 50 from Mr. William H. Maass, of No. 21 Maiden-lane, and appropriated the same to his own use without his employers' consent. Mr. Crane also alleged that McCamman had in like manner collected money from other persons and failed to account for the same. The accused, who says that he intended to restore every dollar belonging to the Express Company, was required to find $2,000 bail, and committed in default.

Yesterday Morning's Police Returns.

SUDDEN DEATH.

At about 3 o'clock yesterday morning John Hassett, of No. 46 Rutgers-street, reached home thoroughly inebriated, and shortly after he had retired his wife found him dead in bed.

ATTEMPTED SUICIDE.

Yesterday morning Mary Coffee, of No. 298 First-avenue, attempted to cut her throat with a common table knife; but she was seen and restrained, and her life was saved. When asked why she wished to commit suicide, she replied that her husband had abandoned her, and she had no desire to live.

Office of the Detective Police.

THE ELOPEMENT CASE.

Detective Officer Golden took the persons whom he had in custody before Justice Ledwith, yesterday morning, and an amicable arrangement was made between Mr. and Mrs. G———, and they took a train for their old home in Washington yesterday afternoon. Mrs. Emily Florence Elliott, the abandoned wife of Maj. Fitzgerald, of the British army, having thus been deserted by G———, took her departure for Canada.

City Inspector's Report—Number of Deaths Last Week.

The following is the aggregate Weekly Report of deaths in the City of New-York, from the 7th day of August to the 14th day of August, 1865: Men, 94; women, 101; boys, 236; girls, 221; total, 652; adults, 195; children, 457; males, 330; females, 322; colored persons, 8; total, 652.

The number of deaths, as compared with the corresponding week of last year, shows an increase of 20 deaths. The deaths occurring in the institutions were 102, and the interments in Potter's Field for the week are reported to be 44. The annexed tables exhibit the ratio of deaths by disease and other causes:

FROM ACUTE DISEASE.

Apoplexy	2	Fever, bilious	4
Bleeding	3	Fever, puerperal	1
Bleeding from bowels	1	Fever, remittent	1
Bleeding from lungs	1	Fever, scarlet	6
Bleeding umbilicus	1	Fever, typhoid	8
Bleeding from womb	3	Fever, typhus	9
Bronchitis	8	Whooping-cough	9
Cholera infantum	114	Inflammation, bowels	23
Cholera morbus	11	Inflammation, brain	1
Convulsions, infantile	60	Inflammation, lungs	5
Croup	4	Inflammation, stomach	9
Diarrhœa	35	Measles	6
Diphtherite	4	Pleurisy	2
Dysentery	24	Rheumatism	6
Epilepsy	5	Sun-stroke	3
Erysipelas	1	Teething	3
Total			410

FROM CHRONIC DISEASE.

Abscess of Thigh	7	Dropsy in the head	19
Albuminuria and Bright's disease of kidneys	4	Heart, disease of	3
Anuerism of the aorta	1	Kidneys, disease of	2
Asthma	3	Liver, disease of	1
Brain, disease of	14	Marasmus, infantile	80
Cancer	2	Palsy	1
Cancer, breast	1	Rupture of womb	1
Cirrhosis of the liver	1	Scrofula	2
Consumption	52	Softening of the brain	1
Debility, adult	2	Tumor, ovarian	1
Debility, infantile	9	Ulceration	1
Dropsy	7	Ulceration of the bowels	1
		Unknown	1
Total			216

FROM EXTERNAL AND OTHER CAUSES, NOT DEPENDING UPON CLIMATE OR SEASON.

Burned or scalded	1	Lues venerea	1
Casualties	2	Malformation of heart	1
Delirium tremens	1	Old age	5
Drowned	5	Premature birth	6
Fracture of skull	1	Suffocation, accidental	1
Killed or murdered	1	Suicide	1
Total			26

Extensive Failure in Wall-street.

At an early hour yesterday it was stated upon the Street that P. R. Mumford, a gold broker, having an office in Broad-street, near Exchange-place, had failed or defaulted to the amount of between $100,000 and $150,000; other reports place the amount at $175,000. This, doubtless, is too high a figure. It appears that Mr. Mumford drew many checks on Saturday, and received the funds upon them. When, however, the checks were presented to the bankers upon whom they were drawn for certification or payment, answer was returned that Mr. Mumford had "no effects."

Mr. Mumford's friends, and his counsel in his behalf, claim that Mr. Mumford's case is simply one of "failure." They add that he will be able to explain the facts satisfactorily, in the course of a day or two. It is likewise said that the funds were employed in the payment of debts.

Mr. Mumford's creditors—that is to say, the men upon whom he drew—insist that Mr. Mumford's mode of getting the money was unfair and illegal. A meeting of the creditors was held yesterday afternoon, but what course they decided upon did not transpire.

Inquests by Coroner Collin.

FATAL FALL.

Coroner Collin held an inquest yesterday, at Bellevue Hospital, over the body of John Jordan, a young man of 27, who on Wednesday evening last accidentally fell from the rear platform of a Sixth-avenue car. Jordan, whose late residence is unknown, lingered in the hospital until Sunday evening. There being no testimony showing carelessness on the part of the railroad conductor or others, the jury found a verdict of death from accident.

FATAL RESULT OF SHOOTING.

Malachi Coughlin, of No. 577 Third-avenue, a young man who on Sunday morning was shot in the breast by Emmrich Schneider, keeper of a lager-beer saloon at No. 637 Second-avenue, died at Bellevue Hospital on Sunday evening. He was 23 years of age. The Coroner committed Schneider to the Tombs to await the action of the Grand Jury.

LAW REPORTS.

Court Calendar—This Day.

SUPREME COURT—CHAMBERS.

Before Justice Sutherland.

Contested motions—Nos. 18, 22, 31, 33, 36, 49. The calendar will be called at 12 M. Ex parte motions from 11 to 12.

Fourth District Police Court and the Late James M. Murry.

On motion of Counselor Taylor, who made a few appropriate and feeling remarks to the memory of Mr. Murray, seconded by Sergt. Lefferts, this court was adjourned, after the morning business was transacted, until to-morrow morning, by Justice Connolly, who took occasion to express his sorrow at the loss of a friend of thirty years, and, in regard to the feelings of his associate Justice Kelly's clerk, who is a son of the deceased, he would have the motion entered on the records of the court.

Decisions.

SUPREME COURT—CHAMBERS.

By Justice arnaBdr.

Henry Barnard vs. Joseph Webster, &c.; injunction continued. The People ex. rel. James Muhen vs. The Croton Aqueduct Board, &c.; motion denied. H. W. Lee vs. Ann McQuade, et al.; motion granted and reference ordered to compute. Harriet Levi vs. Mary Fay; motion denied with $10 costs. In the matter of the application for the dissolution of the New-York Corn Exchange; report of the referee confirmed.

A SAD STORY OF CRIME.

The Defalcation and Death of A. P. Stone.

The Cincinnati *Commercial* gives a long account of the circumstances connected with the defalcation and death of A. P. Stone, of Columbus. It appears from that account that as early as the Spring of 1863 there were rumors afloat that Mr. Stone was implicated in a scheme for running off cotton from Matamoras, and thus making large profits at the expense of the interests of the nation. The investigation was stopped before completed, but there was enough disclosed to warrant the belief that Mr. Stone had invested about $7,000 in the scheme, either on his own account or that of some other person. The *Commercial* says:

Investigation into Mr. A. P. Stone's connection with this transaction by the Department of Internal Revenue was stopped for a time by a paper bestowing upon him the most extravagant compliment, which was signed by many of the most influential people of Columbus without regard to party. So strong was this document, that when complaints were made to Secretary McCullough regarding Mr. Stone, embodying a small amount of truth, the Secretary drew the indorsement from a pigeon-hole and expressed his sense of the impossibility of Mr. Stone being other than a sober, careful business man, of remarkable integrity.

This complaint was hushed, and Mr. Stone stood A No. 1 with the officials at Washington. Mr. Chase was known to have entire confidence in him, and indeed had given the most unmistakable evidence of his high regard by calling on him to save the credit of the State when the excessive defalcations of Breslin and Gibson had shaken the confidence of the people. When Secretary Chase left Columbus, Mr. Stone had purchased his house, and remained his personal friend. The people had repeatedly elected Mr. Stone to office, and so strongly was he fortified in reputation and friends, that it was estimated superfluous to investigate his accounts.

But it was not unknown to many persons in Columbus and elsewhere that all this time the habits of Mr. Stone were not those which command confidence. He was quite too fond of drinking and card-playing, and played for money. His fine nervous organization was easily affected by liquor, and then generous and free-handed as he was, he was an admirable pigeon for gamblers to pluck. About a year ago it was observed with deep distress and uneasiness by his near friends that he had taken to hard drinking and gambling. An effort was made to reform him, and for a time it seemed to succeed. He was sober and attentive to business for perhaps three months, but relapsed, and from that time his course was rapidly downward.

On Monday night, July 31, Mr. Stone made a last effort to retrieve his fortunes at the gaming-table. He spent the entire night at a gambling-house in Columbus, and lost $3,000. He took his breakfast in the house Tuesday morning, Aug. 1, and early in the day made a business call at a house where he had an interest, but seemed in a stupor. He would ask a question, go to sleep, and waking up, ask the same question again.

In the heat of the day he walked about three miles north of the city to a graveyard, in which he had a lot, and where he had buried two children, and was observed by the sexton to be engaged about their graves, and at length lying upon one of them. His strange conduct excited the curiosity of the sexton, who, when he started to town, invited Mr. Stone to ride with him. Mr. Stone got into the wagon, and after going a short distance, left it, saying he would not be any trouble to the driver, and returned to the grave-yard. There he was found by his relatives, who had been informed by the sexton of his condition, and removed to his house, where he died on the following morning.

When in the grave-yard, Mr. Stone was observed to tear up a sheet of paper. The fragments being collected, after his death, and carefully pasted together, show that he had made a statement of a purpose of self-destruction. Another sheet of paper, not torn, was found near the grave where Mr. Stone had rested, rolled up and placed in a little cavity in the sod called a "snake-hole," probably made by a mole or mouse. Upon this Mr. Stone had written that he came into the world without any agency of his own; that life had been a burden and a curse to him, and that he took the responsibility of ending it, his regret being the injury he had done his friends.

This was duly signed. As to the question whether Mr. Stone committed suicide, opium was found in his pockets and in his room, but the analysis made of the contents of his stomach has not, thus far, shown the presence of any deadly substance. The impression, however, is universal that he took his life with some subtle poison, the nature of which is not yet discovered.

The death of Mr. Stone being announced, Mr. William Richards, Revenue Agent of the Department of Internal Revenue, was ordered to Columbus to investigate his accounts, and has been diligently engaged for some days, with the assistance of Mr. Guysi, of this city, in doing so. Ten days more, at least, will be required to complete the investigation, and ascertain the exact sum for which Mr. Stone is a defaulter. Thus far, it is shown that the deficiency is $95,000. On the 31st of March his accounts show that he was defaulter in the sum of $131,000. He is believed to have reduced this sum by means of borrowed money; and it appears he has, for several years, been about $40,000 in debt, and has been borrowing that sum here and there as he could. The rumor is, that when he quit the office of State Treasurer he was $40,000, or thereabouts, short, and raised the money in the banks. It was probably this indebtedness that ruined him, leading him into desperate speculations, and finally, to the gambling-table and the grave.

Mr. Reed, a Revenue Agent, recently, we understand, was looking into the Matamoras cotton speculation matter, and accumulated the proofs that Mr. Stone was implicated in it. The papers were only a few days since forwarded to Washington. On the day of the Union Convention at Columbus, Reed asked Stone to show him his accounts. Stone's excuse for not doing so was that his book-keeper had been sick, and that everything was in confusion, but he promised presently everything should be in order and open for inspection. He was exceedingly uneasy about Reed's presence in Columbus, and invited him to stop in his house. The invitation being declined he invited Reed to come with him to Cincinnati, and urged him to do so, offering to bear his expenses and give him a good time. This proposition, also, was refused, and Stone came alone, on, as he asserted, important business. He seemed very anxious to get the agent into his own hands or keep him out of Columbus.

On the 1st of July, the act of Congress of March 3, 1865, directing Internal Revenue Collectors to make daily deposits of all receipts, went into operation. Before that they had been at liberty to use money for current expenditures, and it was possible to use enough to *lap over* for a few days. This means of escape from day to day being cut off, Mr. Stone opened a new book, and it seems to have been fairly kept; and the inevitable catastrophe hastened.

So far as appears, Mr. Stone's books were accurate. It is believed all the money received has been properly entered upon the books, a fact which shows that Mr. Stone never, until he came to the resolution of taking his life, ceased to hope that by some stroke of fortune he could redeem himself.

It is possible that the defalcation will not exceed $100,000—and it is possible that it may reach $200,000. The bondmen are responsible men, and, if there is no flaw in the bond, the Government will recover its money.

THE TRIAL OF CHAMP FERGUSON.

Details of Atrocious Barbarities.

The notorious desperado, Champ Ferguson, is now on trial in Nashville. Between fifty and sixty murders are charged to him personally. The following testimony is no worse than that which has been given daily during the last three or four weeks:

John Huff, a witness for the prosecution, testified as follows: Am a son of Mrs. Patsey Huff, of Fentress County, Tenn.; was at her house when Wm. Delk, John Crabtree and John Williams were taken from there; Ferguson, Hans Moles, John Gregory and Thomas Riley were all I recognized out of the party of thirteen or fourteen who came to the house; it was at night, I think, at one o'clock, as near as I can recollect; they surrounded the house, and said for some one to get up and strike a light; I started to do so, and they asked who I was; I told them; don't know who it was asked me that; they told me if I got up they would kill me; some one then ordered me to get up and make a light, which I did; Hans Moles ordered me to do this; some asked who were in there; I told them I didn't know; then they asked if Preston Huff and Andrew Huff were present, and said they were going to kill them if they were there. They asked me then who all were there that night. I told them William Delk, John Crabtree, John Williams, William Huff and Preston Huff were there, and that Andy Huff was not there. Then they ordered those in the house to surrender; they hadn't seen them yet; here Delk walked out to the crowd and asked what they were going to do with them; they replied that they were going to take them to Albany, to headquarters, to have their trial; the other boys, Williams and Crabtree, surrendered themselves, and the party all came into the house, and went to searching it; then they took the straps off their guns and tied the prisoners; Delk begged them not to tie him so tight, that it hurt him; Ferguson said: "D—n you, that is what we want to do—we want to hurt you;" Delk aimed to give my sister some money to give his mother, and Thomas Riley grabbed the money; Crabtree started to give his mother a knife, which they grabbed for, but she got it. Champ then got a negro girl, saying she belonged to Eli Hatfield, and he had orders to take her. The girl belonged to Hatfield, who is a brother-in-law of mine. My mother had raised the negro. They then went to taking things from the house—bed clothing and wearing apparel. Ferguson told the men to take what they pleased, when the money was taken from Delk. Ferguson told him he (Delk) would have no further use for money. They chopped up the floor and threatened to burn the house. They chopped up two planks of the floor. Ferguson then told the prisoners that he was going to kill them. He drew his knife and told Crabtree that he was going to cut his throat. Crabtree's mother said to Ferguson, when they started, "You ain't going to kill him, are you?" and Ferguson said they were. Then they started and took Crabtree, Delk, Williams, and the negro girl with them. They got about one hundred yards from the house, and I saw the light of two or three guns, whereupon I went into the house, and there heard about twelve or thirteen guns. Heard some one say two or three times, "run." Between half and three-quarters of an hour from the time they left the house, I went to Piles place and found Delk, Williams, and Crabtree dead in the horse-lot. Didn't hear any firing after at the Piles place. Williams was shot about the centre of the forehead, and a piece of his skull was blown off. Delk was shot once through his breast, and a bayonet run through his breast—it looked like it might have been a bayonet; Crabtree I don't think was shot at all—he was just cut; he was cut all over the breast, and in the forepart of his shoulder, between the neck and collar-bone; also in the back, under the shoulder-blade; in that wound was a cornstalk stuck in and cut off; my sister (Mrs. Lucinda Hatfield) and Crabtree's mother, and Miss Annie Piercy, went with me to the Piles place, where we found the bodies; saw there Vina Piles, Nannie Piles and Wm. Piles; didn't see Mrs. Piles, the mother of Vina Piles; think she was dead at the time.

Ferguson gave the orders, and had control of the party while at my mother's house. All this occurred about Oct. 1, 1863. They stayed at the house from the time they came until about daylight.

Cross-examination by the Defence.—Q.—How old were you at the time this occurrence took place?

A.—About 16 years old.

Q.—Were you disturbed while the party above-mentioned were at your house?

A.—When they first came up, I was. They made us all get up, and threatened to kill me, and threatened to take me off with them. They said I had been in the army, and John Gregory told them I hadn't, and then they let me off.

Q.—You say Preston Huff and Wm. Huff were at the house; what became of them?

A.—Why, they got away.

Q.—Were Preston Huff and Wm. Huff armed?

A.—Yes, Sir.

Q.—Did you hear them shoot? Do you know what they shot at?

A.—I heard them shoot; they said they shot at the men that came to the house; but those men shot first.

Q.—Did Delk, Williams and Crabtree belong to an independent company?

A.—Not as I know of; they said they belonged to the Seventh Tennessee Infantry.

Q.—Were they in the habit of lying out, shooting at soldiers and others passing the road?

A.—If they were I don't know it.

Q.—Did these men, Delk, Williams and Crabtree, belong to Eli Hatfield's command?

A.—Not as I know of.

Q.—How long had they been in that part of the country?

A.—I don't know how long; Delk came there after they were whipped at Huntsville; I had never seen Williams and Crabtree there before that night.

Q.—What instrument was used for chopping the floor?

A.—An axe; they got it there at our house; I don't know who did the chopping.

Q.—You saw Ferguson take away a negro girl; might you not be mistaken? Was it not Hans Moles and Alex. Evans that took her?

A.—No, Sir, it was Ferguson.

Reëxamination by the Judge Advocate.—Q.—Did you see behind whom the negro girl rode, in going from your mother's house to the Piles Place?

A.—I do not know; they took her off from our house walking.

Mrs. Lucinda Hatfield, a witness for the prosecution, testified as follows: Am the daughter of the late Alexander Huff and Mrs. Patsey Huff, and the wife of Eli Hatfield; my father was killed the 2d day of May, 1865; was at my mother's house at the time Delk, Williams and Crabtree were taken from there, but don't recollect the date of the affair.

[As most of the testimony of this witness was merely corroborative of the previous evidence, presenting the same facts in similar language, we omit all, excepting such points as are new.]

Champ said by G—d he intended to burn the house, unless I would tell where my brother, Preston Huff, and my cousin, William Huff, were; the men that were with him asked what were the orders next, and he (Ferguson) told them to take just what they wanted; they took some five or six blankets, four coverlets, some calico, and some other things; they took some of the clothes that my father was killed in, some pants, a hat and a shirt, and I don't recollect what else; some of them pulled off their own clothes and put on the stolen clothes in the room. The coat we got back. We found it where Delk, Williams and Crabtree were killed. We could have sold the blankets for six dollars; the coverlets might have been worth eight dollars apiece. The coat that my father was shot in was shot so that it was not worth much of anything. They took an ax and broke up a table, besides cutting the floor. They brought Delk, Williams and Crabtree into the kitchen. Crabtree's mother begged for her boy, and Champ told her it was too late now, that she ought to have made him do better long ago, and his mother said he hadn't done anything. He said that by G—d he was going to kill them with a knife he drew. He said he had never said yet that he was going to kill a man but what he got to kill him. When he threatened to burn the house if I didn't tell where my brother was, he said if he caught him he intended to unjoint every joint in his body, and throw the pieces so far apart that we would never get them to bury them.

I counted twenty-eight holes cut in Crabtree's coat when we washed it after he was cut up so; I saw two cornstalks driven in his left shoulder; I knew Ferguson well; he stayed all night at my father's house, about four years before the war; afterwards first saw him in Clinton County, Ky.; Ferguson was riding a horse I thought belonged to Daniel Kogier; I saw the horse Christmas, and Kogier had it then; I spent the Christmas holidays with Kogier, and saw the horse several days; it was after that Christmas I saw Ferguson with the horse.

Q.—When and where did you see the prisoner next after that? Who were with him, and what did they do?

A.—It was when he came to my father's and took him off; Galen Elliott, Doctor Elliot, Henry Sublets, John (Cooney) Smith, Hamp McGinnis, Jouett McGinnis, and Will Hildreth, were all that came to the house; this was on the 2d of May, 1862.

Q.—Now state what was done, and who gave orders and controlled the party.

A.—My father was sitting in the yard; he went into the house, and Jouett McGinnis told my father to go out, and pushed John Smith out to shoot him; mother and myself caught hold of Smith and told him not to kill father, and Champ said he shouldn't be hurt, for me to go back in the house and go to my work; they took my father away.

Q.—Where did you find your father, and how long after they took him away?

A.—We found my father at the old Conrad Piles place. Jeff. Piles was taken way in the morning, and about afternoon two girls came and told us they had killed him, and I went over and found my father dead.

Q.—Describe the wounds that were on your father.

A.—I saw two wounds that were on his left arm, and one through his ankle, and a bullet had entered the centre of his forehead. It had gone through the skull and lodged. I could see the bullet. They said there were more on his back, but I didn't see them.

Adjourned to 8 o'clock this morning.

MONETARY AFFAIRS.

Sales at the Stock Exchange—Aug. 14, 1865.

$5,000 U. S. 6s, 5-20s..C. New Issue	104½	100 Mec. B'g Assoc.	101
40,000 U.S.5s, 10-40s..C.	97½	16 Fourth Nat. Bank	102
1,000 Tr. Notes, 73-10s. First Series	99	50 Del. & H. C. Co.	136
45,000 do....Sec. Ser.	98⅞	40 do.......2d call	135
50,000 U. S. 6s, 1 yr. Cer. New issue	97⅞	100 Mil. & P. du C.	39¾
1,000 N. Y. St. 6s, '72	98	200 do.......2d call	39¾
1,000 N. Y. St. 6s, '73	98¼	200 do.	39⅝
35,000 Tenn. 6s	74	100 do.	39⅜
3,000 Mo. State 6s	72	200 Canton Co.	39
5,000 do.	71¾	200 do.	39
2,000 Louisiana 6s	67½	28 N. Y. Cen. R.	93
2,000 North Car. 6s	76	400 Erie Railway	86
10,000 Ohio & M. Cer.	24¾	100 do.......2d call	85¾
2,000 Erie 4th M.	95½	100 Reading R.	106⅜
1,000 Mich. S. 2d M.	90	200 do.	106
1,000 N. J. Cen. 1st, '70	102	100 do.......2d call	106⅛
1,000 Gal.&C.1stM.Ex.	102	1000 Mich. S.&N.I.R.	65½
5,000 B.,N.Y.& E.1stM	93⅞	10 Ill. Cen. R.	124½
10 Bank of Commerce	104½	100 do.	123½
		1000 Cleve. & Pitts.	70½
		100 Chic. & N.W.Pr.	62½
		300 Chic. & R. I. R.	108¼
		300 P., Ft. W. & C.	97½

SECOND BOARD.

$60,000 U. S. 6s, '81..C.	106⅜	100 N. Y. Cen. R.	92⅞
1,000 U. S. 6s,5-20s..C.	105½	100 Erie R.......s60	85¾
1,000 U. S. 6s, 5-20s..C. New Issue	104⅞	200 do.......2d call	85¾
50,000 do.	104⅞	100 do.	86
5,000 U.S.5s,10-40s..C.	97½	300 Reading R.	106⅛
5,000 Tr. Notes, 7 3-10s. Second Series	99	300 Mich. S. & N. I.	66
14,000 do. Third Ser.	98⅞	400 Ill. Cen. R.	123½
10,000 Tenn. 6s	74	200 Cleve. & Pitts.	70½
18,000 Missouri 6s	71½	100 do.......b10	70½
300 Bruns. L. Co.	11½	300 Chic.&N.W.Pr.	62¼
300 At. Mail S. Co.	136	100 Chic. & R. I.	109
100 Mariposa M. Co.	12	200 Mil. & P.du C.R.	41
		100 do.	41⅛
		100 do.	41¼

OPEN BOARD—1½ P. M.

$30,000 O. & M. Cer.	25	200 Chic. & R. I......s3	108⅞
100 N. Y. Cen. R....b30	93	300 do.	108⅞
100 Erie Rail..x-d..b30	86½	100 do.......b3	109
100 do.	86⅜	300 do.	109
900 do.	86⅜	100 do.	109⅛
400 do.......s3	86⅜	100 Chic. & N. W....b10	28½
200 do.......s3	86¼	300 do.......b10	28⅝
400 do.	86⅜	100 do.......b10	28⅞
200 do.......b4	86⅜	100 Pitts., Ft. W. & C.	97½
600 Reading R.......s3	106⅜	700 Chic. & N. W.Pr.	62⅞
500 do.	106⅜	100 do.	63
200 do.	106⅞	300 do.......c	62⅞
300 Mich. S. & N. I...b10	66⅛	100 Mil. & Pr. Du C.	40
100 do.......s10	66	100 do.......s3	40⅛
200 do.	66⅜	200 do.	40⅛
200 do.......b30	66⅞	200 McGr. & W.R...b10	15½
200 Cleve. & Pitts....s3	70⅞	100 At. Mail S. Co.	133
200 do.	70⅞		
100 Canton Co.	39		

OPEN BOARD—3½ P. M.

600 Erie R.......x-d	86⅞	300 Chi. & R. I.	108⅜
800 do.	86⅞	100 Ch. & N. W. Pr...s10	62⅞
200 do.......s3	86⅝	200 do.......s3	62½
100 Mich. S. & N. I.	65¾	100 do.	62⅞
100 do.	65⅞	100 do.......b3	62⅝
200 do.......s3	65⅞	200 Pitts.,Ft.W.&C.	97⅞
100 Cleve. & Pitts....s3	70¾	300 do.	97¾
200 do.	70⅞	300 Mil. & Pr Du C.	41¼
300 do.	70¾	100 do.	41⅝
400 do.	70⅞	100 do.	42
100 Chi. & N. W.....b3	28⅞	100 Cum. Coal Pr.	42¼
100 do.	28¾	100 do.......b3	42⅜

Monday, Aug. 14—P. M.

The Weekly Averages of the Associated National and Local Banks of New-York, now in the Clearing-house, for the week ending Saturday last, Aug. 12, compare as follows with the previous week, and also with the corresponding week last year, and the Sub-Treasury balances at each date:

Decrease in Loans	$3,643,451
Increase in Specie	762,912
Decrease in Deposits	2,509,489
Decrease in Legal-Tender	555,545

	Aug. 13, 1864.	Aug. 12, 1865.	Aug. 5, 1865.
Local Capital	$69,927,725	$9,535,665	$9,535,665
National		67,847,709	67,847,700
Total in C. H.	$69,927,725	$77,383,365	$77,383,365
Loans	185,074,244	215,459,362	219,102,793
Specie	21,080,309	20,163,292	19,400,380
Deposits	155,826,514	175,738,185	178,247,674
Legal-Tender		43,006,428	43,561,973
In Sub-Treas'y	16,971,011	58,627,293	60,940,687

The Bank return shows a further curtailment of Loans and consequently of Deposits, but the line of Legal Tender Money on hand is steady, and the Specie average $762,000 higher than last Monday. The effect of the statement, if anything, was favorable on the Money market, which is in easy supply to the Brokers at 7 per cent.

The Government 5-20s fell off only ½@¼ ₩ cent. on the fall of 1½ reported from London. The original issue, used for transmission abroad is scarce on the Street, and the new issue not overabundant. The Gold-bearing stocks are generally firm to-day, and the Railway speculation, after showing much tameness at the early Board, was rather higher than on Saturday later in the day. The price of Gold advanced ⅞@1 per cent. on the calculation that the advance of interest to 4 ₩ cent. by the Bank of England and the fall in 5-20s in London, (which by the way was more the result of the temporary depression in New York to 104 ₩ cent. about three weeks ago,) will stiffen the rates of Exchange. These sales for the regular mail open at 108⅞@109 ₩ cent. for Gold, but not much done to-day.

After the Second Board the general market was adversely influenced by the Gold frauds, alluded to in another place, the losses from which are supposed to fall upon some of the Brokers of the Stock Exchange. The following were about the closing quotations:

	Sat.	Mon.		Sat.	Mon.
U. S. 10-40s	97	97⅛	N. West Pref.	62¼	62⅞
U. S. 5-20s	106	105⅞	Rock Island	108⅜	108⅞
N. Y. Central	92⅞	92⅞	Fort Wayne	97⅛	97⅞
Erie	86⅞	86⅞	Cumb'land Coal	42½	42⅜
Hudson	112	112	Quicksilver	56⅜	55⅞
Reading	106⅜	106⅜	Mariposa	12	12
Mich. Southern	65⅞	65⅞	Canton	39	39
Illinois Central	124	123½	Atlantic Mail	130	136
Mich Central	108⅜	108⅞	Brunswick	11½	11¼
Pittsburgh	70⅞	70⅞	Ohio Certificates	24⅞	24⅞
Northwest	28½	28⅞	American Gold	141⅞	142⅞

The following bids were made to-day for the City Bank Shares:

New-York	115	American Exchange	114
Merchants'	109	Chatham	125
Mechanics'	110	Bank of N. America	107
City	180	Hanover	105
Phenix	90	Irving	106
Tradesmen's	126	Metropolitan	115
Greenwich	145	Nassau	108
Butchers' & Drovers'	120	Shoe and Leather	103
National	110	Corn Exchange	109
Merchants' Exch'ge	100	Atlantic	100
Commerce	104	Import's' & Traders	103
Mechanics' B'k Ass	101	Central National	104
Ocean	81	Fourth National	102
Mercantile	126		

And the following for the Railway Mortgages:

N. Y. Cen. 6s, 1883	94	Han. & St. Jos. L. G.	95
Erie 7s, 2d mort., 1879	103	Del. L. & W. 2d mort.	102
Erie 7s, 3d mort., 1883	100½	Tol. & Wab. 2d mort.	60
Erie 7s, 4th mort, 1880	95	Mil. & P. du C. 1st M.	96
Erie 7s, 5th mort., 1888	95	Galena & Chi. ex	102
Hud. R. 7s, 1sts, '69	101	Chi. & R. I. 1st mort.	100
Harlem, 1sts, '69-72	101	N. J. Cen. 1st mort.	102
Mich. C. new 1sts 8's, '82	110¾	Pitts., Ft. W. & C. 2d M.	98
Chi., B.&Q. 8 ₩ c. 1sts	108	Miss. & Mo. L. G. 1st M.	35
Mich. So. 7 ₩ c. 2ds	[illegible]	Chi. & Alt. S. F.	96
N. Ind. Gosh. Line '68	90	Chi. & Alton 1st mortg.	95
Alton & T. H. 2ds Pref.	70	Atl. & Gt. West. 1st M.	85
Chi. & N. W. S. Fund	93¾	Ohio & Miss. 1st M.	40
Chi. & N. W. 1st M.	80½	Mil. & St. Paul 1st mor.	72

The Gold Broker referred to in this morning's Times, as being in difficulty on Saturday, disappeared from the Street on the afternoon of that day, without making good his checks upon the Bank, but was in the Street again to-day acknowledging his failure, but refusing, under legal counsel, to answer particular inquires as to how he disposed of about $130,000 Gold, delivered to him early on Saturday, and not paid for. His name is P. R. Mumford, office Broad-street and Exchange-place. The losers by his default are six or seven in number to the amount of from $10,000 to $30,000 each. Scarcely one of them knew much about his standing or responsibility, yet delivered their Gold, in good faith, on his simple checks upon the Bank, without certification. The deliveries thus made, on Saturday, we learn, were altogether, $170,000. One party was fortunate enough to have his check for the proceeds of $10,000 certified just before the close of bank hours. Two others demanded back their Gold, and received it from the clerk of Mumford, to the amount of $30,000. Further developments will probably transpire through some legal investigation of the affair.

One or more of the victims to the foregoing fraud have attempted to stop payment at the Bank of New-York, (the common depository of the Bullion Brokers and Gold speculators,) of the certified Gold checks delivered to Mumford on Saturday. But this we apprehend will not save their loss. The checks are a direct obligation of the Bank to pay the Gold which they call for on proper indorsement. They are a negotiable instrument and cannot be arrested in the hands of a third innocent party, who makes proof that he paid value for them. We hear that the Bank of New-York will regard no *caveat* of the sort, except so far as to report by whom the Gold is demanded, and to whom paid on proper indorsement. It is probable that the attempt to stop the payment of these checks is based upon a rumor that Mumford, who acknowledges to heavy losses on the Street, had fraudulently assigned or paid over the Gold to some confidential creditor, or the trustee of certain funds upon which he was doing business, and the return of which was suddenly demanded of him last week.

The Mumford fraud has not more suddenly followed the Jenkins robbery of the Phenix Bank, than we have a third stupendous development this afternoon in the nature of forgery of Gold Checks on the Bank of New-York, not only of the signatures of the three or four Brokers who keep their Gold accounts with the Bank, but of the certificates of the Bank itself. The amount in the aggregate is yet to be traced out. Rumor this afternoon may possibly greatly exaggerate the sum to $200,000, but the uneasiness of the Gold Brokers and Banks and private Bankers who have advanced on Bank of New-York Gold Checks, is increased by the circumstance that in the cases of Jenkins, and of Mumford, the first reports were below the real facts as subsequently brought to light.

The arrangement with the Bank of New-York was made, some six months ago, at a cost to each of the firms keeping their Gold accounts with the Bank, to avoid the robbery of Gold bags on the Street and various frauds in the counting of these bags and their contents, all of which had occurred in the speculative excitement and enormous transactions of 1864. It now transpires that the new arrangement is liable to the more dangerous contingency of forgery, beside having contributed, in various ways, a more ready facility to the gambling and *cornering* operations of the Gold Room in time of peace than the exclusive employment of Gold, in bags, afforded in seasons of war.

It is understood in the Street to-day that the Hon. Preston King, of St. Lawrence County, has been made Collector of the Port of New-York, to supersede Mr. Simeon Draper. We believe the information to this purport from Washington is authentic.

The Fort Wayne Road earned, in

July, 1865	$612,127
July, 1864	506,640
Increase	$105,487
Earnings from June 1, 1865	$4,828,015
Earnings same time in 1864	3,512,569
Increase	$1,315,446

GENERAL MARKETS.

New-York, Monday, Aug. 14, 1865.

Receipts of the principal kinds of Produce since our last, 124 bbls. Ashes, 16,949 bbls. Flour, 820 bbls. and 120 bags Corn Meal, 128,646 bushels Wheat, 253,725 bushels Corn, 712 bushels Rye, 89,169 bushels Oats, 628 bushels Malt, 1,079 pkgs. Provisions, and 91 bbls. Whisky.

ASHES—Have been dull and heavy, at $7 50@$7 62½ for Pots, and $7 75@$7 87½ for Pearls, ₩ 100 lbs.

COFFEE—Has been in request and steady, including Java at 25c.@26c.; Rio at 17c.@21c.; Maracaibo at 19c.@22c.; Laguayra at 21c.@22c.; St. Domingo at 17½c.@17¾c.; Native Ceylon at 22½c.@23c. ₩ lb., in gold.

COTTON—Has been in demand at former quotations. Middlings, 43c.@45c., chiefly within the range, ₩ lb.

FLOUR AND MEAL—State and Western Flour has been in fair demand, especially the medium and finer grades, which have been held firmly. Sales since our last amount to 12,500 bbls., including very inferior to choice Superfine State and Western, at $5 90@$6 40; poor to choice Extra State, at $6 50@$6 90, chiefly at $6 50@$6 65; round-hoop extra Ohio, inferior to good shipping brands, at $8@$8 30 ₩ bbl.

Superior State and Western	$5 90	@$6 40
Extra State	6 50	@ 6 90
Extra Illinois, Indiana, Michigan, &c.	6 50	@ 9 75
Extra Ohio, round-hoop, ship'g brands	8 00	@ 8 30
Extra Ohio, trade and family brands	8 30	@10 00
Extra Genesee	7 00	@ 9 75
Poor to choice extra Missouri	7 15	@11 50

Southern Flour continues quiet, at former prices. Sales since our last, 600 bbls., at $7 85@$9 10 for poor to good, and $9 15@$12 25 for good to very choice extra brands, ₩ bbl. Canadian Flour is inactive, yet steady. Sales 400 bbls. Extra at $6 60@$9 50 ₩ bbl. Rye Flour rules dull, including Superfine at $5 50@$6 10 ₩ bbl. Corn Meal is quiet at $5 15@$5 25 for Jersey, and $5 60 for Brandywine, ₩ bbl.

GRAIN.—Wheat has been in more demand, closing at an advance of 1c.@2c. ₩ bushel on Winter, and at firm prices for Spring. Sales 115,000 bushels, including Amber Michigan at $2 05@$2 07; Red Western at $1 88@$1 95; Amber Spring at $1 46@$1 47; Milwaukee Club and Chicago Spring at $1 43@$1 46; Amber State (new), $2 08 ₩ bushel. Corn has been quite plenty and in good request, at about former prices. Sales since our last, 95,000 bushels at 85c.@89c. for unsound, and 90c.@91c. for sound mixed Western, ₩ bushel. Western Oats are in fair demand at 65c.@66c., closing at 66c. ₩ bushel. Rye has been in demand and steady. Sales 7,000 bushels Western at 96½c. ₩ bushel.

HAY—Continues in fair demand at 95c.@$1 10 for old, and 65c.@95c. for new, ₩ 100 lbs.

HOPS—Have been in good request at from 12½c.@50c. for very inferior to fancy, ₩ lb.

LIME—Has been quiet at former prices.

MOLASSES—Has been in moderate request at unaltered quotations.

NAVAL STORES—Have been in limited demand, including Spirits Turpentine, within a range of from $1 30@$1 35 ₩ gallon, and Resin at $6@$7 50 ₩ 280 lbs.

PETROLEUM—Has been in rather more demand at 32½c.@33c. for Crude; 51c.@53c. for Refined, in bond; 69c.@72c. for do., free, ₩ gallon.

PROVISIONS—Pork has been less active at reduced prices, closing heavily. Sales have been reported since our last of 4,250 bbls., in lots, at $32@$33, closing at $32 25, cash, for New Mess; $29 50@$30 50 for 1863-4 Mess; $27@$27 25 for prime Mess; $24 for prime, ₩ bbl. Cut Meats are quiet yet steady at 15c.@17c. for Shoulders, and 19½c.@23½c. for Hams. Sales equal to 300 pkgs. Bacon rules dull and nominal. Lard continues quiet, yet firm. Sales, 750 tierces and bbls. at 19½c.@24½c., the latter rate for very choice kettle-rendered, ₩ lb. Beef is in less demand at $10@$14 50 for Extra Mess; $8 50@$12 50 for Plain Mess. Sales, 400 bbls. Prime Mess Beef is unaltered. Butter is in fair demand at 30c.@35c. for poor to good, and 35c.@40c. for fancy State, and 20c.@28c. for Western, ₩ lb. Cheese continues in moderate request at 9c.@15½c. for poor to very choice, ₩ lb. We now quote:

New Crop Butter.

Orange and Sussex—fresh pails, ₩ lb	35	@40
Pennsylvania and River—fresh pails	35	@38
Half-firkin tubs—first quality	32	@34
Half-firkin tubs—second quality	31	@32
Welch tubs—first quality	31	@33
Welch tubs—second quality	30	@31
Firkins, New-York State—first quality yellow	33	@34
Firkins, New-York State—second quality yellow	30	@32
Firkins, Western—first quality yellow	26	@28
Firkins, Western—second quality yellow	23	@25
Grease Butter—original packages	15	@16
Western—lightcolored	22	@24
Western—common	20	@21

New Crop Cheese.

Factory-made Dairies—first quality	15	@15¾
Factory-made Dairies—second quality	14	@14½
Farm Dairies—first quality	14	@14½
Farm Dairies—second quality	12	@13
Farm Dairies—common	10	@11
Orange County—flat skimmed	9	@11

RICE—Is in more request and held very firmly.

SUGARS—The demand continues moderate at about former quotations. Sales, since our last, 967 hhds. Cuba, &c., at 12c.@13½c., and 760 boxes Havana at 12c.@15½c. ₩ lb. Refined Sugars are dull to-day at 14½c.@19½c. ₩ lb.

TALLOW—Sales 180,000 lbs. at 11½c.@13c.; and 8,000 lbs. Grease, at 13½c. ₩ lb.

TEAS—Have been in more demand at uniform prices.

WHISKY—Sales, 150 bbls. at $2 19 ₩ gallon.

FREIGHTS—For Liverpool, the engagements included 30 tons Oil Cake at 10s.; also, by steamer, 950 bales Cotton at ⅛d.@⅜d. ₩ lb., and 1,500 boxes Cheese at 40s. ₩ ton. For other ports, no important engagement transpired.

FOR SALE.

AT NEWBURGH, N. Y., VALUABLE REAL ESTATE FOR SALE AT AUCTION.—Will be sold at the Orange Hotel, in Newburgh, on SATURDAY, Aug. 26, 1865, at 12 o'clock, Noon, a lot of ten acres; one of the most beautiful building sites on the Hudson; two miles north of Newburgh, situated immediately on the river bank, and directly south of the residence of Warren Delano, Esq.; views unsurpassed, well watered, beautiful woods, fine shore, &c. For further particulars inquire of JAMES W. TAYLOR, Esq., 3d-st., Newburgh.

FOR SALE—A COUNTRY RESIDENCE IN New-Jersey, on the bank of the Raritan River, within 30 miles of New-York; 46 acres tillable land, with a great variety of fruit, &c.; house 40 feet square, with gas and water in; beautiful lawn, well shaded; farm house, gardener's house, barns, stables, cow-house, henery, &c., with the stock and farming utensils. Apply to C. J. FISHER, No. 110 Wall-st., New-York.

54,000 ACRES, ILLINOIS, WISCONSIN, Michigan, Iowa and other State lands, $1 to $20 per acre; farm, 500 acres, and factory property, with thirty dwellings, near the city; several pretty places at and about Summit, and a great variety of farms, country seats, &c.—all sizes, locations and prices—for sale cheap, on easy terms.
SOUTHWICK & WOOD, No. 59 Liberty-st.

PLAINFIELD.—FARM OF SIXTY ACRES, with crops and stock. Splendid apple, pear and peach orchard in bearing; an abundance of small fruit; two houses, one large and nearly new, situated in a grove of large forest trees, the other a cottage; within fifteen minutes' ride on a fine road from depot. Price for all $12,000. Terms easy. Address GEO. A. MARSH, Plainfield, N. J.

ORANGE, N. J.—VILLAS, VILLA SITES AND farms, a great variety, beautifully situated, one hour from New-York, for sale low. Also, country seats and houses to let for the season or year, by HENRY B. BLACKWELL, No. 89 William-st., New-York, 9 to 11 A. M.; No. 49 Main-st., Orange, 1 to 5 P. M.

FOR SALE—IN THE TOWNSHIP OF BAYonne, on dummy car route, five miles from Jersey City, a neat house and barn, nearly new, 3¾ acres of land, in good condition; variety of fruit; terms easy. Inquire on the premises, of JOHN C. POST, Bayonne, N. J.

FARM—200 ACRES GOOD LAND, WELL WATERed, comfortable buildings, desirable and pleasant location, for sale cheap on easy terms, or exchange, and some money added, if desired.
SOUTHWICK & WOOD, No. 59 Liberty-st.

SEVENTY-FIVE FARMS IN NEW-JERSEY, and as many houses and lots in and near Rahway, N. J. J. A. MARTIN, Rahway, N. J. Descriptions given by N. D. Chase, corner of Broadway and Dey sts., first floor.

FOR SALE CHEAP—THE PLOT OF LOTS, with the improvements, on 6th-av., and between 124th and 125th sts., Harlem. Apply to LEHMAN & BROWN, No. 1,275 Broadway.

BOARDING AND LODGING.

BOARD WANTED—FOR A YOUNG MAN AND his wife, in a respectable private family, with a pleasant room, at a reasonable price; to be permanent if suited; location between 14th and 30th-sts., and 3d and 6th avs.; references exchanged. Address M. M., Box No. 106 Times Office.

WANTED—APARTMENTS AND BOARD BY A literary gentleman and his wife; one of the apartments must be suitable for a study and reception-room; location between 14th and 44th sts.; a quiet home, in a religious family desired. Apply to PHYSICIAN, care of Mr. Stebbins, No. 829 Broadway.

WANTED—BY SATURDAY, AUG. 19, A NICE furnished room and permanent board for a gentleman and wife, in a private family, breakfast at 7, dinner at 6½, near Broadway and 8th-st.; terms must be moderate; want good, plain living, with the comforts of a home. Address A. B. C. D., Box No. 128 Times Office.

FIRST-CLASS BOARD, WITH DESIRABLE rooms, wanted by three gentlemen; location between 15th and 25th sts., Broadway and 6th-av. Address E. C. G., Box No. 560 Post-office.

BOARDING.—FURNISHED ROOMS TO LET to gentlemen; the house and location most desirable. Apply at No. 186 2d-av., between 11th and 12th sts.

COUNTRY BOARD.

COUNTRY BOARD ON GRIMES' HILL, Staten Island, about ten minutes' walk from the second landing; four large airy rooms, suitable for families, or single gentlemen; the house commands a fine view of the bay and harbor of New-York; the location is perfectly healthy, and no musquitoes; table and accommodations first class; best of references given and required. Address, for three days, E. B., Box No. 3,672 Post-office.

COUNTRY BOARD.—TWO GOOD-SIZED rooms, with double beds, neatly furnished, can be procured for four adults, at the farm of the subscriber. Terms, $8 per week. The location of the house is very agreeable; plenty of shade; fine scenery; pure mountain air. Daily communication with New-York by steamboat. Address H. E., town of Esopus, Ulster Co., N. Y.

THE ADVERTISER HAVING BEEN unexpectedly obliged to return with his family from a pleasant farmhouse in the Catskill Mountains, would give particulars of location, &c., to any person desiring reasonable board for the remainder of the Summer. Apply at No. 191 Broadway, Room No. 12.

COUNTRY BOARD.—ONE OR TWO GENtlemen can be accommodated with board with a private family at Carmansville, one hour from New-York. Address A. D. J., Box No. 129 Times Office.

FURNITURE.

FRENCH CABINET FURNITURE — EVery description of parlor, store and bank furniture made to order at short notice. Repairing of all kinds, and fitting up of interiors promptly attended to at reasonable prices. JOHN DREHER, F. WINTERFIELD, No. 113 East 29th-st.

SCHOOL FURNITURE FOR SALE.—A LOT of modern school-desks of the best make, in good condition, for sale cheap. Inquire at No. 50 Wall-st., office of CHARLES CLARK.

PURE GROUND BONE-DUST FROM A. FISHER & BROTHER. Price $45 per 2,000 pounds. Fertilizers of all kinds. R. H. ALLEN & CO., Nos. 189 and 191 Water-st.

TO LET.

TO LET—WITH STEAM POWER—
5 large, light and airy floors.
3 100x25.
2 50x25.
Inquire at SPRINGMEYER BROS., 76th-st. and 3d-av., or No. 722 Broadway, New-York.

TO LET—FURNISHED, A FIRST-CLASS, three-story, brown stone house in 47th-st., between 5th and 6th-avs. Apply to M. SCHEVERRIA & CO., No. 20 Beaver-st.

PIER NO. 2 NORTH RIVER TO BE LET on lease for a term of years. Apply on the pier, to B. J. SPALDING, Agent.

ROOMS TO RENT.—TWO OR THREE VERY pleasant rooms may be had, with or without board, in a private family, at No. 28 University-place.

HOUSES & ROOMS WANTED.

COUNTRY SEAT WANTED.—WANTED A small farm or country seat on Long Island Sound, between New-Rochelle and Bridgeport; from 5 to 25 acres; good land in close proximity to the water; house furnished preferred. Address, Box No. 1463 New-York Post-Office, stating full particulars, price, &c., as the advertiser has no time to visit places indefinitely described. Buildings must be good and modern in style and improvement.

WANTED—TO RENT, A BRICK OR BROWNstone house in a good location, in any street between 20th and 40th sts., and 3d to 6th avs. Rent payable in advance to May, 1866, and good tenant. Address F., Box No. 137 Times Office.

WANTED TO HIRE—ABOVE 14TH-ST., AND between 4th and 6th avs., a medium sized house in good repair. Apply, stating terms and location, to OTIS W. BOOTH, No. 111 Water-st.

SUMMER RESORTS.

THE PECONIC HOUSE, GREENPORT, L. I., will be open for the reception of Summer travelers and boarders June 1, 1865, under the direction of A. SMITH; good fishing, hunting, and bathing; also very fine drives.

SITUATIONS WANTED.

FEMALES.

WANTED—A SITUATION AS HOUSEKEEPer, by a middle-aged lady, fully competent to take the entire charge; understands the management of servants, &c.; country no objection; willing to have the care of and instruct young children; references given. Address, for four days, FAITHFUL, Box No. 120 Times Office.

WANTED—BY A RESPECTABLE PROTESTant, without incumbrance, who has had 12 years' experience attending an aged invalid lady, a similar situation in the city; no objection to light chamberwork or sewing; reference unexceptionable. Address J. M., No. 86 6th-st., New-York.

WANTED—A SITUATION BY A CAPABLE young woman as chambermaid and laundress; does French fluting, box plaiting and all kinds of fine washing; thoroughly understands her business; best of city reference given. Can be seen at No. 20 West 13th-st.

WANTED—A SITUATION BY A RESPECTAble Protestant girl, as nurse and seamstress, or chambermaid and waitress, in a private family. Call at No. 475 3d-av., corner of 34th-st., first floor, front room.

WANTED—BY A RESPECTABLE GIRL, A situation to cook, wash and iron; and is a good bread and biscuit maker; has good reference. Can be seen at No. 382 3d-av., corner 29th-st.

WANTED—A SITUATION BY AN EXPERIenced French and American cook; understands all kinds of pastry, creams and ices; has good reference. Apply at No. 152 28th-st., near 8th-av.

WANTED—A SITUATION BY A YOUNG WOman as seamstress; can cut and fit ladies' and children's clothing; will go out by the day, week or month. Call at No. 134 East 38th-st., near 3d-av.

A LADY OF EDUCATION AND REFINEMENT wishes a situation as companion, either to one lady or some young ladies; has no objection to travel, either in this country or abroad; references exchanged. Address, for two weeks, L. M. N., Post-office, Glen Cove, Long Island, N. Y.

EUROPE.—A LADY DESIRES TO RECOMmend her nurse to a family going to Europe; she is accustomed to travel, never sea-sick, an excellent nurse, and in every way desirable to a family about to travel. Call on or address NURSE, No. 55 Catherine-st., New-York.

A LADY WOULD LIKE TO OBTAIN writing, or the coloring of engravings, which she could do at her own home; is competent to do first class work. Address Mrs. H., Box No. [illegible] Times Office.

MALES.

WANTED—BY A RESPECTABLE YOUNG MAN a situation in a private family as coachman and groom; understands the care of horses well; good references; has no objection to go a short distance into the country. Can be seen, for two days, in the stable No. 47 East 33d-st., between 4th and Madison avs.

WANTED—BY A COACHMAN, A SITUATION; a single man, who thoroughly understands his business, and is willing to make himself generally useful; can do almost any kind of work in gardening and milking required; has references from the first families of the city.

WANTED—A SITUATION BY A RESPECTABLE and well-recommended young man, in city or country; is an excellent coachman and groom, and a careful driver. Call at the private stable, No. 10 East 39th-st., or address J. O., same place.

WANTED—A SITUATION BY A PROTESTANT man as coachman; understands the care of stock of all kinds and gardening; can make himself generally useful; has the best of references. Apply at Fleming's seed-store, No. 67 Nassau-st., until engaged.

WANTED—A SITUATION, BY A YOUNG MAN (German) as coachman and gardener; understands the care of green-house and grapery; has the best of city reference. Call at No. 207 Avenue B, between 12th and 13th sts.

WANTED—A SITUATION BY A GERMAN MAN and his wife; he is an excellent farmer, a good gardener, and a steady and careful driver; she an excellent cook and baker, first-rate washer and ironer. Call at No. 434 6th-av.

WANTED—A SITUATION AS COACHMAN and gardener, by a sober, steady young man; understands the care of horses, carriages and harness; will be found a careful man and steady driver. Address J. C., Box No. 217 Times Office.

WANTED—BY A PRIVATE WAITER (PROTestant,) a situation in a gentleman's family; is sober, reliable, and cannot be excelled in his business; good city references. Address H. H., Mr. Gaillard's office, No. 61 4th-av.

WANTED—BY A SINGLE MAN, A SITUATION as coachman and gardener; can give the best of reference from his last place. Address, for two days, J. K., Box No. 197 Times Office.

WANTED—A SITUATION BY A YOUNG MAN as groom or porter; knows how to care horses and cows and make himself useful; is not afraid of work. Call at No. 36 East 18th-st.

WANTED—A SITUATION AS PORTER BY A young man who is not afraid of work; can write a fair hand; good reference given. Address R. W., No. 159 Stanton-st., New-York.

WANTED—A SITUATION AS COACHMAN BY a man who thoroughly understands his business; long recommendation as to character. Call for S. S., at private stable No. 7 East 39th-st.

WANTED—A SITUATION AS GROOM; WOULD have no objections to take charge of a cow; would make himself generally useful; best city reference. Address GROOM, Box No. 216 Times Office.

WANTED—A SITUATION AS COACHMAN; has the best of city reference for the last ten years; no objections to the country. Call at P. Trainor's, corner 8th-st. and Broadway, for two days.

WANTED—A SITUATION AS COACHMAN BY a Protestant man, with long city reference, six years from one family. Address C. B., Box No. 218 Times Office, for three days.

WANTED—A SITUATION AS GARDENER, BY a middle-aged man; is fully competent in all its branches; best of references. Address T. O., at Bridgeman's, No. 878 Broadway, or Box No. 219 Times Office.

WANTED—A SITUATION, BY A YOUNG MAN as coachman; has best of city reference. Apply for two days for J. M., at Mr. HENDERSON'S office, No. 73 Nassau-st.

WANTED—A SITUATION AS COACHMAN BY a young, single man; has good references. Call at No. 265 3d-av., between 21st and 22d sts.

WANTED—A SITUATION BY A YOUNG MAN lately returned from the army, as bartender, waiter or porter. Address F. F., Box No. 212 Times Office.

A YOUNG MAN, 18 YEARS OF AGE, A returned volunteer, wishes to learn a trade or obtain a situation as clerk or light porter; is not afraid of work, and writes a fair hand. Address R. R., Box No. 161 Times Office.

HELP WANTED.

WANTED—IN A PRIVATE FAMILY, A FIRST-class waitress; to one thoroughly understanding her duties, liberal wages will be paid; she must produce the best references as to character and capacity. Apply, on Wednesday, at No. 70 West 4th-st., opposite Washington Parade-ground.

WANTED—TWO GOOD COLORED GIRLS, TO go a short distance in the country; one as cook and laundress, the other as chambermaid and nurse; one who understands sewing preferred. Only competent girls need apply to HENRY SEYMOUR, between 11 and 1 o'clock, No. 52 Beekman-st.

WANTED—IN A MANUFACTORY, AN ACTIVE young man, 15 years old, a good penman, to be generally useful and make out bills; preferred if he speaks Spanish and had experience in a printing office. Applicants must address in their own hand writing, with references, J. S. S., Box No. 108 Times Office.

WANTED—A SALESMAN IN A FRENCH SILK importing house; a young man who has had some experience in the business, and can give the best of reference. Address Box No. 3,317 Post-office, with full particulars.

WANTED—THREE OR FOUR GOOD BURNISHers to burnish silver ornaments. Those used to the business preferred, male or female. Apply at No. 143 Bowery, between the hours of 12 and 2, on Wednesday, 16th inst.

WANTED—IN A NEW ESTABLISHMENT, A young man of 17 or 18 years of age, well educated, and who can reside with his parents in the city; an opportunity to acquire a good knowledge of business. Address W., Post-office Box No. 2,059.

WANTED—A GERMAN GENTLEMAN, TO SOlicit consignments for a dry-goods auction house. The party applying must have some acquaintance with the foreign importing and domestic commission houses. Address Box No. 3,280 Post-office.

WANTED—A BOY 15 YEARS OLD, OF GOOD address and habits and a fair writer, to serve in a lawyer's office. Apply to the JANITOR of No. 170 Broadway.

RIBBONS.—WANTED A GIRL TO LEARN this branch of business; must be able to figure correctly. Apply by letter only to J. BLUXOME, No. 1,127 Broadway, between 25th and 26th sts.

IF YOU WANT GOOD BREAD OR BISCUIT, get the Boston Compressed Yeast. It never spoils. Try it. GEO. N. SMITH, Agent, 246 Greenwich-st.

The New-York Times.

NEW-YORK, TUESDAY, AUGUST 15, 1865.

THE NEW-YORK TIMES.

The price of the Times (Daily) is Four Cents.

To Mail Subscribers per annum	$10 00
Including Sunday morning edition, $12.	
The Semi-Weekly Times.	
One copy 1 year	$3 00
Two copies 1 year	5 00
The Weekly Times.	
One copy 1 year	$2 00
Three copies 1 year	5 00

Fresh names may at any time be added to Clubs, both of the Weekly and Semi-Weekly, at Club Rates.

Payments invariably in advance.

We have no authorized traveling Agents. Remit in checks or Post-office money-orders wherever it can be done.

Address H. J. RAYMOND & CO., Publishers.

To Advertisers.

Advertisers in the Times are requested to bring in their notices at as early an hour in the day as possible. If received after 8½ o'clock, it will be impossible to classify them under their proper heads.

Lincoln Monument.

Parties wishing to subscribe to the Monument Fund to the late President, can do so by applying at the publication office of the Times. Subscriptions limited to $1 each.

Amusements this Evening.

BARNUM'S MUSEUM—(Winter Garden)—Mammoth Fat Women, Nova Scotia Giant Girl, The Circassian Family, W. B. Harrison, the Comic Extemporaneous Singer. Afternoon at 3, Evening at 7¾—The Witch of the Black Cavern.

WALLACK'S—The Colleen Bawn.

NIBLO'S GARDEN—Arrah na Pogue.

BLITZ'S NEW HALL, No. 720 Broadway—Magic and Ventriloquism.

NEWS OF THE DAY.

GENERAL NEWS.

The following persons have been elected to Congress in Tennessee:

Upper East Tennessee—N. J. Taylor, (Union.)
Knoxville District—Horace Maynard, (Union.)
Chattanooga District—Asa Faulkner, (Opposition.)
Nashville District—W. B. Campbell, (Opposition.)
Clarksville District—D. B. Thomas, (Opposition.)
West Tennessee—Colonel Hawkins, (Union.)
Memphis District—Dr. Leftwich, (Union.)
Shelbyville District—Edward Cooper, (Union.)

The Nashville *Press* expresses the opinion that "the chance of the admission of our delegates is not very flattering."

"John S. Ryan," the mysterious prisoner, who was at first supposed to be Surratt, is quite a young man who, previous to the war, published a weekly newspaper at Pine Bluff, Ark. He is a printer by profession, and being an editor also, he aspired to and obtained a position as Captain in the rebel army. He served in the line for some time, and was afterwards employed as chief detective in the Tran-Mississippi Department. On the 19th of July ult., Ryan appeared in Memphis, stating to several parties that he was about recommencing the publication of his paper at Pine Bluff. The suspicions of the military authorities here were aroused by some means, and Ryan was arrested. Upon his person were found various documents, which implicated parties of much more prominence than himself in crimes of a high order. What facts were developed by his arrest, and the papers found upon him, we know not; but the prisoner was considered of sufficient importance in the eyes of the military authorities to justify his immediate transfer, under a strong guard, to Washington.

Only two rebel officers remain on Johnson's Island, and they are detained because they refuse to take the oath of allegiance. One is Capt. Gusman, of Louisville, and the other Major Robt. A. Stiles, son of Rev. Dr. Stiles, well known in the North before the war as agent of the Southern Aid Society. Major Stiles graduated at Yale College in 1859. He was very popular. As he had a decided penchant for out-door life, combined with strong Southern sympathies, none of his friends were surprised to hear that he had entered the rebel army, and that his father's influence had secured him a staff appointment. Once or twice during the war he was thrown in contact with some of his classmates, who were serving in the Union ranks, and an all these occasions he assumed a high and haughty bearing, which is perfectly in keeping with his conduct now.

Correspondence from Little Rock says that organizations under the new State Constitution are complete in nearly all the counties, and that the offices of Sheriffs and Probate and County Judges have all been filled by loyal men. Business goes on as peaceably as in Massachusetts, the taxes are being collected, the returned rebels acquiesce in their defeat and rejoice that the war is over, and traveling through the State is as safe as before the war. Speculation and trade are becoming brisk, and emigration from the North, especially of mechanics and miners, is beginning. There is a large amount of cotton in the lower part of the State.

One of the largest and finest rolling mills in the United States is already in operation in Chattanooga, Tenn., which is daily turning out the best quality of railroad iron. A blast furnace is in contemplation, and a copper rolling mill of $1,000,000 capital is soon to be put up in the neighborhood. A large blast furnace will be commenced in the Fall on the Tennessee River above Chattanooga. Several coal companies are only waiting for machinery to commence operations in different localities around the place. The old coal mines are being reworked and new ones opened.

Isaac Hall, West Clan, Chester County, Penn., has a male calf two weeks old which has a strangely formed head. The upper jaw is double and has four nostrils; the lower is single. The front face appears double, united in the middle. There are three eyes—one in the middle of the face. It has two ears only, and they stand much further back than is usual. The calf is in good health, eats well, and bids fair to live. Should he do so, he will doubtless become a Philadelphia editor.

A curious phenomenon is reported from the Pacific Ocean. During a violent hurricane near the Society Islands, one of the Palmerston Islands was washed away, and there is left a dangerous coral reef on which several vessels have been wrecked. The reef is visible in still weather, but in a storm it cannot be detected.

The *Dictator* and the *Agamenticus*, iron-clads, had a pleasant contest of speed yesterday between Portsmouth and Portland. The latter made the fifty miles in five hours and ten minutes, about ten miles an hour. The *Dictator* was a trifle behind owing to the heating of her machinery, but practically made the same time.

In Bedford, Ohio, on Tuesday, Dr. J. W. Hughes, shot and killed a woman named Fanny Parsons, whom he had persuaded to marry him, because she refused to live with him when she found he had another wife living. When arrested he declared that he was glad that he had killed the woman.

Miss Emma Richards, residing temporarily in Reading, Penn., a daughter of John Richards, of Birdsboro', while in company with some of her friends, on last Thursday evening, ate fourteen plates of ice-cream, complained of feeling unwell on Friday morning, and died in the afternoon.

The Board of Directors of the Washington College, at Lexington, Va., have unanimously elected Gen. Robt. E. Lee President, Col. J. K. Edmondson Secretary and Treasurer, and Judge Brockenbrough Rector. Gen. Lee will continue to teach the young idea how to shoot.

A correspondent of the Boston *Advertiser*, speaking of a camp meeting now in progress at Martha's Vineyard, says, "This meeting has been held for more than thirty years in a grove of oak trees surrounded on three sides by water."

The New-Albany (Ind.) *Ledger* says that Sherman's grand wagon train has been encamped at New-Albany for the past eight or ten days. It is commanded by Capt. Wilson. The train will be conducted from Indianapolis to Fort Laramie, and thence to Oregon and Washington Territory.

The friends of the bushwhacker Thos. Wilson, who was to be hung at Quincy, Ill., on Friday, succeeded in getting Gov. Oglesby to respite him for another thirty days. Desperate and persistent efforts are being made to get his sentence commuted.

The Light-house Board give notice that the light at Stingray Point, at the mouth of the Rappahannock River, Virginia, which was extinguished by the rebels in 1861, has been reëstablished, and will, hereafter, be lighted every night.

The old frigate *Congress* has at last been raised, and towed to the Portsmouth Navy-yard.

Col. A. P. Blunt, Assistant Quartermaster at Fortress Monroe, has been presented with a valuable gold watch and chain, valued at $700, by friends in Norfolk, where he was formerly Quartermaster.

The disbanding of the Signal Corps of the army has commenced, under orders of the Secretary of War. This corps, starting as a new organization at the beginning of the rebellion, has served in almost every battle and seige from Bull Run to Mobile, and has the commendation of nearly every General and Admiral in our service.

On Friday last, the Trustees of Washington College, at Lexington, Va., unanimously resolved to tender to Gen. Lee, the Presidency of that institution. It is probable that he will accept the position.

Prof. Daniel C. Gilman, of New-Haven, has been appointed Secretary of the State Board of Education of Connecticut, with the duties of Superintendent of Common Schools of the State.

A three-story brick building on Race-street, Cincinnati, used as a tenement house, fell down on Sunday morning, burying six families in the ruins. One woman was killed, and several persons badly injured.

Gen. Canby has issued an order from New-Orleans that all soldiers who wish to remain in the South shall be mustered out at such points as may be consistent with the welfare of the service.

A Quartermaster's clerk, named Russell, was arrested at Cincinnati on Sunday, charged with absconding with $20,000 in government funds, while stationed at Louisville.

The United States Telegraph Company has opened an office at the Board of Trade Rooms in Louisville, and is about extending its lines to New-Albany and Jeffersonville.

Boston has 20,614 houses now, to 15,877 in 1855. The number of families is 38,886, against 29,810; and the legal voters 33,853, against 23,342. So says the *Herald* of that city.

There are 11,851 Indians residing within the limits of the State of Michigan. The total number in the United States is estimated at 314,622.

A dispatch from Oil City says that the "Coquette" well has again stopped, caused by the Olive Branch well having pulled her chambers.

The trial of Capt. Wertz is to begin to-day, at Washington, before Gen. Underwood's military commission.

On Aug. 1, 3,394 bales of cotton arrived in Mobile, the largest amount that has reached there in one day for a number of years.

The close carriage, formerly used by Mr. Lincoln, is now offered for sale in Washington.

FROM EUROPE.

The *China* arrived yesterday at Halifax, with two days later news from Europe. Since the 2d inst., when the insulation of the Atlantic cable was completely interrupted, no communication had taken place with the *Great Eastern*, and it was the general opinion that the failure was irreparable. The cause of the disaster was the subject of much conjecture. Theories of every sort were freely pronounced, and as readily abandoned. A delicate electrical test had established the fact that the failure of insulation had taken place at a distance of more than twelve hundred miles from Valentia, where the water is deepest. The Emperor of Russia has given his assent to the project of connecting America and Europe by means of a line of telegraph through his dominions and across Behring Straits. Austria and Prussia were still at loggerheads about Schleswig-Holstein, and their relations were considered very threatening. Another fatal accident has occurred in the Alps.

LOCAL NEWS.

Quite an excitement was occasioned in Wall-street, yesterday, by the reported failure or defalcation of Mr. P. R. Mumford, a gold broker, of No. 19 Wall-street, for a sum variously stated at from $75,000 to $150,000. Mr. Mumford is said to have bought the above amount of gold on Saturday, giving his checks therefor, which, when presented for payment, were protested. It is claimed that this is a simple failure, and that there was no dishonest intent in the case. Mr. Mumford is in the city, and his creditors are investigating the matter.

Coroner Lynch has recently been applied to by a number of the friends of the victims of the steamboat *Arrow*, requesting him to institute a thorough investigation into the affair. The Coroner will therefore make a full inquiry into the matter this morning in the new Court-house, Brooklyn, at 10 o'clock, and all persons who have any knowledge of the matter are requested to be on hand and give their testimony.

The City Inspector's report has been received. From it we learn that the total number of deaths for the week ending Aug. 14, were 652. Of these there were 102 occurring in the institutions; 410 died from acute disease, 210 from chronic disease, and 26 from other causes. The interments in Potter's Field numbered 44. The report states that the total deaths, as compared with the corresponding week of last year, show an increase of 20.

G——, whose exploits among the fair sex were narrated in yesterday morning's Times, effected an amicable arrangement with his wife, yesterday morning, at Jefferson Market Police Court, and the couple took a train for their old home in Washington, yesterday afternoon. G——'s mistress, Emily Florence Elliott, the abandoned wife of Maj. Fitzgerald, of the British Army, took a train for Canada.

Malachi Coughlin, of No. 577 Third-avenue, who was shot in the breast, on Sunday evening, by Emmrich Schneider, of No. 637 Second-avenue, publican, died at Bellevue Hospital, yesterday. Coroner Collin held an inquest, and committed Schneider to the Tombs, to await the action of the Grand Jury.

Messrs. Burdett, Jones & Co., auctioneers, will sell to-day, at the Navy-yard, several sailing vessels and steamers, on behalf of the government. The vessels to be sold have all been employed in the United States naval service, and are now disposed of from there being no further use for them.

The regular afternoon session of the Board of Fire Commissioners was held yesterday. The business before the board was of an unimportant character. A committee was appointed to report upon a system for the proper division of the city into engineer districts.

John Jordan, a young man whose place of abode has not been ascertained, died at Bellevue Hospital, yesterday, having accidentally fallen, on Wednesday evening last, from the rear platform of a Sixth-avenue car. An inquest was held by Coroner Collin.

The second contest for the base ball championship, between the Mutual and Atlantic Clubs, came off yesterday, at the Capitoline ball ground. The game resulted in a victory for the Atlantics, by a score of 40 against 28.

On Saturday there were in this port forty-six steamers, ninety-four ships, one hundred and nineteen barks, one hundred and thirty-nine brigs and sixty schooners.

The price of Gold was 142¾ yesterday. The Government 5-20s fell off ⅛@¼ on the decline reported from London of 1½ per cent. The Railways were disposed to much firmness until late in the day, when the general market was adversely influenced by several new and astounding frauds on the Gold Brokers and their Bankers who had lent them Money on forged Gold Checks.

Business in produce and merchandise was rather more animated, yesterday, especially in the line of breadstuffs, which closed in favor of sellers. In the freight line, the movements of the day were unimportant; rates unsettled.

At the live stock markets yesterday, the receipts of beef cattle were heavier than for a long time past. The markets were supplied with poor and common half fed cattle, and prices fell off nearly or quite 1½c. ℔ ℔., dressed weight. Prime cattle are scarce and the decline in this grade is ½c.@1c. ℔ ℔. Sales about as follows: Good to prime 15c.@17c. ℔ ℔., dressed weight, and poor to common 10c.@14c. Veals are not plenty, and sell nearly 1c. ℔ ℔. higher. Sheep are selling at 6½c.@7½c. ℔ ℔. Prices of other animals are not changed.

The Cable.—The news of the cable brought by the *China* is of the same disappointing character as that by the *Moravian*. Between the 2d and the 6th inst. there had been no renewal of the signals. Our London cotemporaries speculate on the untoward condition of things—some hopefully, others despondingly—none of them with any better knowledge of the actual facts of the break, than we possess here. That the *Great Eastern* may be struggling to recover and repair the defective portion of the line is rendered not improbable, when we consider that on the 2d inst., when the insulation was interrupted, the vessel was within about seven hundred miles of Trinity Bay. It seems likely that the *Great Eastern* would make *first* for that port, either with or without the cable. If she had given up the job as hopeless, she would have been reported there before this time. That is the most hopeful conjecture we can form in the premises.

The Importance of the Life of President Johnson.

The first duty of President Johnson to the country is to—take care of his health. We mean precisely this. The very foremost of his public obligations is to keep well. No patriot was ever more solemnly called upon to die for country than he is to live for country. Since this republic had an existence, never was there a life of such consequence to it as his. This comes not from his special personal qualifications for his office, great though they are, but from the peculiar circumstances in which he holds that office. There is no Vice-Presidentcy behind him to furnish a successor to his place for the rest of his Presidential term, should he be taken away. Senator Foster, the present President of the Senate, would succeed to the Presidential position, but could occupy it only until a new President could be chosen by the people. The death of President Johnson would be the greatest of public calamities, because it would force the country into all the fierce excitements and agitations of a Presidential canvass, in this transitional period of reconstruction.

Repose is now the first necessity of the country. A period of general calm is all-important in order that all sectional passions may subside, and sober reflection resume its sway. We are beginning now to realize the benefits of this in some good measure. The work of reconstruction is going on favorably, because there is little or no political excitement to disturb the good sense and good feeling of the people. President Johnson has put into operation a plan that is generally acquiesced in, though it is certain that it involves principles and issues which would be most fiercely contested by powerful parties both in the North and the South, under the stimulus of a fresh Presidential election. The fact that the policy determined upon by President Johnson is a settled thing for the next three years and a half, if he lives, predisposes all to make the best of it. There is no factious opposition, because it is palpable to all that it would be unavailing. But let the matter be opened, in its whole length and breadth, to the mercies of parties contending for the possession of the government, and it would inevitably be the occasion of the most fiery excitement. It would rekindle sectional animosities that would bring all kinds of new dangers, and at the very best put back for years the return of the South to the old Union spirit.

Indeed there probably would be the most furious controversy whether the Southern States should participate in the election at all. Until Congress shall repeal certain legislation, made by it during the rebellion, the Southern States could no more legally participate in a Presidential election next November than they could last November. Their constitutional powers are still in abeyance. If they should vote on the basis of the amnesty proclamation, the validity of their votes would still be called in question; and if the result were dependent upon receiving or rejecting the votes, imagination can hardly set bounds to the tempest of excitement and confusion that would ensue. It is already portentous enough that Congress is to pass upon the qualifications of the members soon to be elected by its two branches by the States now seeking to resume their old relations. There is danger that the question of admission will take a shape very prejudicial to the restoration of harmony. If this question of accepting Southern Congressmen, so soon after the Southern rebellion, were to be added the question of accepting a President made by Southern votes, the strain upon the government would be most fearful. The perils of the situation would be all the greater, because the head of the government, who would have to meet them, would act in a merely provisional capacity, and would not possess the moral influence of a President clothed with authority by the voice of the people.

But we will not undertake to forecast the particular troubles which would come from the death of President Johnson. It is enough that it would open the way for vehement excitements, if not violent commotions, at a period when every interest of the country requires general tranquillity. President Johnson's recent illness has not of itself been very serious, and yet it ought to remind him that even his strong constitution cannot safely be subjected to the wear and tear he has put upon it during the four months he has been in his present place. In his devotion to the public service, and through the kind feelings of his heart, he has not only discharged his indispensable official duties, but has busied himself with details that might have been committed to other hands; and has, moreover, permitted himself to be constantly besieged by crowds of office-seekers and of applicants for pardon. The fear was commonly expressed before he was taken ill that he was overtasking himself. The result has proved it. We trust that the President will profit by the lesson—that he will henceforth consider it to be a solemn public obligation to reserve an ample portion of his time for leisure and relaxation. Strong as are all his inclinations to practice all degrees and sorts of self-sacrifice, he has no right to do it. The country demands that he shall be, to a certain extent, indulgent to himself. It has an interest in this which he is bound to regard in his daily life. Public sentiment ought to enforce upon him that he will be as guilty of official unfaithfulness if he jeopards the interest which the country has in his life, as if he were unnecessarily to jeopard any other great public interest.

The Collectorship of New-York.

The President has appointed Hon. Preston King, of Ogdensburgh, Collector of this Port. This announcement, yesterday, took the city by surprise, both as regards the removal of Mr. Draper, and the appointment of Mr. King, very little having been heard on the subject.

Mr. King, though educated for the law, has been most of his life in the public service; first, and for several years, in the State Legislature; and subsequently, for ten years, as a member of both Houses of Congress. He has, therefore, large experience, and is, in his character and habits, practical. With ability, judgment, temper and integrity in his favor, he will, we doubt not, make a good and popular Collector.

It is known that, more than two years ago, the late President Lincoln contemplated the appointment of Mr. King as Collector, but it was deferred, for reasons not material now. Subsequently, when a change was decided upon, while Mr. King himself did not ask or desire the appointment, his friends consented to pass him and take Mr. Draper. Now, it would seem, President Johnson has thought proper to carry out Mr. Lincoln's intention.

Exaggerated Estimates of the War Claims of the States Against the Government.

We have given within the last few days some figures which must have greatly soothed the nerves of those who have been looking forward with horror to an immense augmentation of the national debt, when the war claims of the various States against the General Government should be sent in and squared up. We are sure some people would not have been astonished had they learned that these claims had added a thousand millions of dollars to the public burdens. But what if it should be found that they have added less than a hundred millions, and much less than a third even of that sum? The semi-official statement, as just published in Washington, sets forth that, by the Acts of July 17 and 27, 1861, the Treasury was directed to pay any State, the "expenses properly incurred by such State for enrolling, subsisting, clothing, supplying, arming, equipping, paying and transporting its troops employed in suppressing rebellion;" and that under this act claims have been filed by the several States in the office of the Third Auditor, as follows:

Pennsylvania	$2,118,419	Minnesota	$25,183
Michigan	632,992	Delaware	3,019
Connecticut	1,940,633	Indiana	1,927,867
Kentucky	2,418,408	Ohio	2,089,154
West Virginia	6,918	Massachusetts	3,501,766
New-Hamps'ire	1,319,712	Iowa	647,573
New-Jersey	546,225	Wisconsin	1,109,413
Kansas	12,351	Illinois	3,800,613
Maine	1,144,319	New-York	2,948,963
Rhode Island	559,190	Vermont	718,096
Total			$27,710,864

Of course, it is not to be understood that these figures from twenty of the States are anything but approximately correct, regarding what will be finally audited and allowed. In the cases of some of the States portions of the debt have already been paid, other portions are in dispute, and some accounts are inaccurate or incomplete. But the table, nevertheless, has a public value, in furnishing a very sure indication that the war claims of all the States against the Government are going to form no very formidable addition to the national debt.

The Dangers of Steam Navigation—The Duty of the Authorities and the Public.

The recent conflagrations at sea, the collision on Lake Huron, and the explosion on board the steamboat *Arrow*, call for more comment than they have had. To carelessness, cupidity and an utter disregard on the part of shipowners and pilots for the safe custody of the helpless beings who are confided to their care, we may attribute these sad calamities and the great loss of human life which generally follows. The case of the *Arrow*, not yet fully decided by the officers of the law, will undoubtedly show that there was a gross inattention on the part of the persons who had charge of her steam machinery, and whose duty it was to thoroughly inspect it, and when found in a precarious condition to cause the boat to cease conveying passengers until the defects were remedied.

The awful catastrophe which occurred last week on Lake Huron is perhaps one of the most singular on record. Here two vessels in broad daylight, seeing each other at a distance of six miles apart, approached each other at full speed and collided, causing the instant death of scores of innocent persons. There can be but one common feeling in relation to this case, and that is that the pilot of the *Meteor* should be tried and convicted of wilful manslaughter in the first degree. For him there is no excuse. The rules of passing steamers are so plainly stated and so universally known, that it seems almost impossible that any one who has been on board of a vessel could mistake them. Had it been at night, or in a tortuous channel, or the lake crowded with vessels pssssing to and fro, making the pilotage of the vessel one of great physical or mental hardship, then there would have been some shadow of an apology; but the circumstances do not admit of a single palliatory fact to justify the act.

It is high time that an example should be made of those reckless fellows who daily hazard the lives of the traveling public, and it seems strange that the public patronize lines which will employ men who have, on more than one occasion, brought to an untimely grave scores of their fellow creatures. The proper authorities, through fear or favor, are too apt to treat these accidents lightly, and in proof, we believe that not a single pilot or engineer, who has thus murdered passengers under their care, has ever been sent to the confines of a State prison or graced the scaffold, a fate they so richly merit.

It was stated in these columns, a few days previous to the last-named disasters, that these calamities seldom came in isolated cases, and since that writing, in proof of our prophecies, we have recorded two more. It is not improbable that others may soon follow, some of which may even eclipse those just past. Our ferry-boat system needs remodeling, and the companies which run them should be brought to a sense of their duty in this matter. They are so illy provided with appliances for saving human life in case of accident, that not one tenth part of their average number of passengers could be saved by the boats and life-preservers now carried. Our steamship lines are in equally as bad condition—some of them far worse, while our sailing vessels, which carry from six to eight hundred passengers, could not boat one hundred of them in even moderate weather. This is a sad state of affairs to contemplate, but none the less true; and every dictate of humanity and justice demands that no more delay should be made in giving to the public a full guarantee of safety while on board of any kind of vessel, whether it be a ferry-boat or an ocean steamship.

Out of the hundreds of steam vessels belonging to this port alone, we venture to say that scarcely one in ten could provide, in case of fire, stranding or collision, the proper and adequate facilities for saving the lives of the passengers on board. A majority of the vessels carry far more passengers than the law allows, and thus not only endanger the lives of the lawful number on board, but incommode all on board. We must have new laws in reference to steam navigation, or the public must rise up and show their might in making the owners do right. Much interest is now felt in the subject, and it is steadily on the increase, and we do trust while the late accidents are fresh in the memory of all, that something may be done to insure greater safety. If they can give us elegant iron ferry-houses to keep us dry in stormy weather, we demand safe boats to keep us from getting wet in case of a collision. Let some of the money spent for gilt and gingerbread work be expended in furnishing life rafts. For elegance give us safety.

Proposition to Tax United States Bonds.

The *World* has come out in advocacy of taxing United States bonds, to the tune of two per cent. annually, on the ground that their exemption from all calls of the sort constitutes an inequality which ought to be removed. "True," observes our cotemporary, "Congress cannot repeal the law exempting the bonds from State and municipal taxation. * * But the bonds are not by law exempted from *federal* taxation. The *income* from government bonds is already taxed, and there is no valid objection in principle to levying a tax immediately on the bonds themselves." Thereupon it proceeds to argue that if the General Government imposed such a tax the people would be released, to a corresponding extent, from the burdens which fall upon other property. In favor of this nice little project it argues that no tax could be more easily collected, all that would be necessary being to withhold two per cent., or whatever the figure might be, from the interest, paying (say) five and three-tenths, instead of seven and three-tenths.

Nothing could be more simple than this arrangement; and if it were not *bad faith and robbery joined*, we should say "Amen" to every line of it. Congress enacted that, in order to make the bonds sell at the highest figures, the States and municipalities should not tax them. Of course, if that body had announced that *it* would exercise the right to any extent which might suit the whims or wants of the hour, those securities would either have been left severely alone, or been taken at either increased rates of interest or a considerable discount. In any case they would have realized so much less money from their sale, as measured by the interest and the principal to be paid.

Now that the country has enjoyed the advantage of such an exemption, and it appears probable that no more Seven-Thirty Bonds will be offered for sale, the *World* proposes that a special tax shall be placed upon them. True, it argues, the States and municipalities are prohibited, but the Federal Government is not; and any load it might see fit to impose would enable other property to escape to a corresponding degree. That is, the States may not be permitted to tax; but Congress may on behalf of the States! The letter of the law must be preserved inviolate; but we may outrage its spirit to any extent we see fit, provided it puts money in our purse. If this be not "whipping the devil around the stump," we wot not what the operation means.

See how such a proposition, were it to be seriously entertained by the American people, would work. Next year and for many years after, large sums, borrowed during the war, will come to maturity. We have no means of payment in full, and must liquidate these loans by contracting others, which will run for longer periods and at lower rates of interest. But how are such loans to be negotiated, if the treasury be ready in effect to break faith with the public creditors, as the *World* recommends? If before the last of the seven-thirties has been taken thirty days, we are to begin bearing them in market, what are the earthly chances of substituting for these bonds others bearing six, five, or perhaps four per cent.? Is it necessary to do more than cast a glance at our financial situation to comprehend how false, impolitic, and infidel is the scheme thus plausibly presented?

Eureka!

That stout, leather-headed old fellow, John Bull, has at last found out how to permit railway passengers to communicate with the guard. Thus it is: Place in each car or apartment a small clock-like glass face. Now, if a passenger wants to ask the guard for a chew of tobacco, all he has to do is to ram his (the passenger's) fist through the glass, grab a small handle which he will find there, give it a smart twist, and that sets free a current of electricity, and the lightning strikes the guard's bell, and then the bell rings, and the guard walks along the train, pops his head into each one of the sixty or seventy compartments and asks, "Vot's hup?" Before the train reaches the next station, if it is not too near, he has the pleasure of offering his paper of Solace to the tobacco-lacking, glass-clock-face-smashing passenger. But, indeed, this invention surpasses in asinine folly anything on record, not even excepting the doings of the Wise Men of Gotham. Here goes an express train, running forty miles an hour; an axle breaks, and in ten seconds half the train is in ruins, and a hundred passengers are killed. But, *if* you smash a glass plate, (never mind cutting your hand,) and *if* you find a handle, and *if* you twist it the right way, and *if* the electricity is all right through your railway cable, and *if* the guard's bell should ring, and *if* he should hear it, why then (we quote) "The guard looks out, and if a carriage is off the line he communicates with the engine driver and immediately stops the train!" And further, and highly important, (we quote again,) "He will *probably* have his attention drawn to the carriage whence the alarm proceeded, by some passenger putting his arm, stick, or umbrella out of the window, and *at the next station* the guard inquires the cause of the alarm!" Again: "He can always find the carriage whence the bell was rung by the broken glass!"

We positively assure our readers that this plan of improving safety in railway travel is *not* the sarcastic invention of *Punch*, but is described in sober earnestness as being recently put in operation on the Great South Western line. Is it any wonder that this nation of Bunsbys cannot do better with their Atlantic Telegraph?

The Streets.—If the contractors could so arrange their system of street labor as to have the rougher portion of the day's work done at an early hour before the sun is out, it would greatly inure to the health and comfort of the citizens. The heaps of manure that accumulate over night, and the contents of the gutters, cannot be disturbed at mid-day in August weather without serious risk. Perhaps the contractors can do no better. If so, we must endure the evil. If they can help it, by putting their men to work at an earlier hour, they will probably see the propriety of doing so.

Protection to Witnesses in Courts—The Harris Farce Once More.

The eminent Christian scholar and divine, Rev. Dr. Burroughs, of Chicago, has written to the *Christian Times* a statement of the trial of Mary Harris, for the murder of his brother, in Washington, in which he alludes with feeling, but without acerbity of language, to the treatment he received from the opposing counsel while on the witness stand. He remarks: "For me, to sit in a crowded court-room and hear myself assailed by men like Voorhees and Hughes, with such epithets as 'hound,' 'perjured wretch,' 'doomed to eternal infamy,' and the like, is not the most pleasant amusement; but worse things might be." The honorable instincts of Dr. Burroughs have forbidden him from quoting the most of the foul language which was applied to him by the two Western pettifoggers whom he names on the occasion referred to. It was more disgraceful than anything we remember before an American court, although it was quite in keeping with the other parts of the ridiculous burlesque upon law which Judge Wylie permitted to be enacted in his presence, and which has cast lasting disgrace upon an American Court of Justice. It was assuredly bad enough, and shocking enough, however, that a pious, upright, devoted, learned, honored clergyman, against whom no charge was pending in the court, and who appeared simply as a witness to the truth and in behalf of public justice, should be vulgarly roared at as a "hound," "perjurer," "wretch," and even worse, merely because the lawyers on the other side thought they could thus inflame the passions of the jury and prejudice the course of the law.

We have altogether too much of this shameful and shameless sort of thing in our courts. Not only such language as was used in this case, but language much less offensive, should be sternly prohibited in the proceedings of public justice—should be prohibited by those who occupy the bench, if those who plead the cases lack the manners of gentlemen, or have not the character to prohibit it among themselves. The bench should see to it that witnesses are protected from slander and insult which they cannot resent, and which cowardly and unprincipled lawyers therefore indulge in. This sort of conduct has gone out of use, or has been prohibited in all other civilized countries, but it still flourishes in rank and abominable luxuriance in ours.

Government and Speculators First—Then the People.

In common with our neighbors, and the newspaper press all through the Northern country, we have been impelled to ask our general agent why he gets little or no news by telegraph from the South. He replies as follows:

Private to Editors:

As the best answer I can give to numerous inquiries in relation to Southern news by telegraph, I beg to hand you the following private letter from Major Eckert, Assistant Secretary of War and Superintendent of the military lines south of Washington. Respectfully, etc.,

D. H. CRAIG, Agent.

Aug. 14, 1865.

Office United States Military Telegraph,
War Department,
Washington, D. C., Aug. 11, 1865.

D. H. Craig, Agent Associated Press, New-York:

Dear Sir: Your communication of the 9th inst. is received.

By an order of the War Department, no press reports whatever are allowed to be forwarded over the lines south of Washington until further orders.

The necessity for this order lies in the fact that the lines are already overburdened with government business, which has and should have preference at all times, and with the important private commercial business that is permitted to be sent. This latter class of business of course comes in order before press reports, since the absence of speedy mail communication makes it necessary that such business should be sent by telegraph.

It is unnecessary to make a detailed statement of the condition of the telegraph lines South. Suffice it to say they are in very bad shape, and will not be thoroughly repaired for some months. Gen. Sherman, in his route from Atlanta, thoroughly destroyed them, and they have been hastily reconstructed to suit the emergency.

They are working, in a manner, to all points, but for some time cannot accommodate a great deal of business.

When they were first opened to private business a limited amount of press matter was included in the privilege, and for a short time we were over-crowded.

Be assured that everything is being done and will be done to help you. I am in hopes it will be arranged soon.

No press reports of any kind have passed over the lines to my knowledge. Directions have been given in every instance to refuse them, and I feel confident none have been transmitted.

Very respectfully, your obedient servant,
(Signed) THOS. T. ECKERT.

This most extraordinary note completely astounds us. That the government business—whatever it may be, whether of military or cotton agency importance, should have precedence we readily understand. But that the Military Superintendent of Telegraphs should deliberately interfere to shut off the newspapers and at the same time give the lines up to "private business," which means nothing less than commercial speculation, is, to say the least, surprising. But a few days since, in the anticipation of success in laying the Atlantic cable, we undertook to show that whatever the cost might be, we—the press—should be compelled to get the leading European commercial news, in order to protect the people against the schemes of speculators. And now we find Assistant Secretary Eckert stopping us at the door of the telegraph office, with—"Gentlemen, this is a limited concern; we must first attend to government business, and then to any private messages that may be handed in—such, for instance, as 'Buy 10,000 bales; a great fire has destroyed all the cotton in Mobile; don't let this fact be known'—or, any other, say about the supply of pork, the rise in calico, the prospect of the sugar crop, the failure of Smith & Jones, &c.—anything of the kind which mainly interests private parties, must have precedence. If, after all this, there should be time, we may allow your agents to send something; but at present the lines are fully occupied with what we have indicated, and you must wait—you and your great public." This is about the tenor of the note from Major Eckert. Our readers will understand therefrom the reason why we get so little news from the Southern States. We have very decided opinions upon the propriety of this arrangement, and we have no doubt the people at large will readily arrive at a satisfactory estimate of it.

That the lines are in poor condition, is doubtless true; but if the War Department had handed them over two months ago to private enterprise, we are confident that by this time there would have been ten times as much wire at work, and quite possibly, under favor of Major Eckert, some of them might have found time to send the press, at least, the current market prices from the chief Southern cities. Would such reports have endangered the safety of the nation?

Pleas for Crime.—There is frightful immorality in the plea of palliation which has been put forward in behalf of the Phœnix Bank defaulter—and which has even found newspaper advocates—to the effect that Jenkins was in some measure excusable for his plunderings because his salary was not large enough. It is said, or at least insinuated, that, as a man who gets but $1,500 a year cannot live in style, he is morally excusable in surreptitiously appropriating the balance he needs from the strong box of those who employ and underpay him. It indicates the looseness of commercial morals that prevails in certain quarters, when we find a long article in the financial columns of a journal published in a great business community like New-York, declaring that the "Mercantile Bank, the Phœnix Bank, and other similar affairs which have been hushed up within the last two years, are the legitimate fruits of a system which compels men to work for a less sum than is required to keep them comfortably in the social position which they occupy;" and asking such questions as this: "Is it wonderful that some of these clerks are tempted to be dishonest, troubled as they are to keep soul and body together in these paper-money times, from inadequate paper-money salaries, paid to them by bank managers who are heaping up riches for their banks and themselves from the use of the bank's gold and funds in huge speculation?"

To our matured readers, or to those who are possessed of conscience and honor, or who have been educated in morals and their philosophy, it is unnecessary to controvert the abominably immoral doctrine involved in these remarks, excuses and palliative pleas. But what must be the effect of spreading and enforcing them in a public journal upon the honor and character of the thousands of immature and uninstructed young men who have no fixed or logical moral ideas and training, and who are only too apt to be led astray by specious arguments in favor of a bad course? There is altogether too much of this thing, of furnishing excuses for crimes and criminals.

Specific Remedies.—On the back of every appalling calamity, such as the smashing up of a railroad train, the breaking through a trestle bridge, the burning of an ocean vessel, or a collision on the lakes, we are inundated with a gush of scientific views, opinions and inventions to prevent the fatality from ever occurring again. All sorts of amiable people rush into print on these sad occasions, and if nobody else is relieved, the writers themselves are. That is one of the reasons why we print so much that is sent to us under the inspiration of terrible and solemn events. A conformity to existing laws—defective as they may be—coupled with some *conscience* on the part of railway officials, ship captains, and others in similar stations, would save us nine-tenths of all the great disasters we have to report.

The Commissioner of Patents.

There is considerable talk and excitement in Washington about the resignation of Mr. Holloway, the Commissioner of Patents. The real cause of the resignation, as narrated in well-informed circles at the capital, is that Mr. Harlan, Secretary of the Interior, (of whose department the Patent Office is a bureau,) insists upon appointing the subordinates of Mr. Holloway in his bureau. To this Mr. Holloway objected when he found his most efficient officers were about to be dismissed; and upon the Secretary's persistence, the Commissioner of Patents tendered his resignation. This the President refused to receive; but Mr. Holloway thought that justice to himself would only permit his retention of office upon the condition he originally set forth. So, after remaining in place some weeks at the President's request, he has again offered his resignation, which being peremptory, it is understood will now be accepted. It may not be generally known that prior to entering upon political life, Secretary Harlan was a Methodist clergyman, and he is very rigid in his requirements.

All About Milk.—We publish to-day a long article on *milk*, describing that section of Orange County which has been converted into one great dairy farm; also the various processes for preserving the article cool and sweet in the creameries; "doctoring" it after its arrival here, together with the combinations which have been formed for keeping up an odious monopoly, with prices from fifty to one hundred per cent. higher than they ought to be.

The facts were collected by a gentleman connected with this paper, who spent several days in Orange County for that purpose. His object was not to decry an important interest, but to arrive at the *truth*, and expose "the tricks and traps" of those who are warring against the lives of sick children, having evidently less of "the milk of human kindness" in their bosoms than there is of the native article in their cans, after imbibing Croton on the ferry-boats or at the foot of Chambers-street.

We learn that the Erie Company have not made the distinction between common and condensed milk, established on another railroad entering this city. This circumstance warrants the establishment of that manufacture at places from five to fifteen miles off the railway, the milk region at present being confined to a belt of about five miles on each side of it. In other words, by condensing the milk, the whole of Orange and Sussex counties susceptible of cultivation, might be made a milk region, instead of the narrow belts alluded to. The general reader will gather much valuable and correct information from the article published to-day.

A Small Affair.—A correspondent writing from Vermont, complains that the types made him say that Commodore Nutt entered one of the Green Mountain towns, not long since, in a vehicle drawn by "diminished gnats." He wrote "diminutive goats," which is more probable, though not nearly so creditable to the Commodore

WASHINGTON NEWS.

The Trial of Capt. Wertz to Begin To-day.

Charges and Specifications Made Against Him.

He is Accused of Willful Maltreatment of Prisoners.

To Injure Their Healths and Destroy Their Lives.

That He Refused Proper Shelter and Necessary Food.

That He Stole Their Blankets and Camp Equipments.

That He Ordered Rebel Soldiers to Kill Them Without Cause.

That He Caused Them to be Hunted and Killed by Bloodhounds.

Special Dispatches to the New-York Times

Washington, Monday, Aug. 14.

THE CHARGES AGAINST WERZ.

The following are the charges and specifications for which Werz, the Andersonville jailor, is, to-morrow, to be put upon his trial:

Charge—Violation of the laws of war.

Specification 1.—In this that Henry Werz, at Andersonville, in the State of Georgia, continuously from the 1st day of March, 1864, to the 10th day of April, 1865, then and there being an officer in the military service of the so-called Confederate States of America, of the rank of Captain, and as such officer, then and there being commandant of a prison there located by the authority of the so-called Confederate States, for confinement of prisoners of war taken and held by said so-called Confederate States, from the armies of the United States of America, was, as such commandant, then and there fully clothed with competent authority, and in duty bound to treat, care and provide for such persons belonging to the United States as were or might be placed in his custody as prisoners of war, according to the laws and usages of war, which he then and there well knew, but he, the said Henry Wertz, wilfully and maliciously, designing and contriving to impair and injure the health and destroy the lives of such persons in his custody as prisoners of war, did, during the time aforesaid, in violation of his duty in that regard, and in furtherance of his said evil design, confined a large number of such prisoners of war, belonging to the United States, to the amount of thirty thousand men, in unhealthy and unwholesome quarters, in a close and small area of ground, wholly inadequate to their wants, and destructive of their health, which he well knew and intended, and while there confined during the time aforesaid, did, in furtherance of his evil design, wilfully and maliciously neglect to furnish tents, barracks, or other shelter sufficient for their protection from the inclemency of Winter, and the dews and burning sun of Summer, and with such evil intent did take and cause to be taken from them their clothing, blankets and camp equipage of which they were possessed at the time of being placed in his custody; and with like malice and evil intent, did refuse to furnish, or cause to be furnished, food, either of a quality or quantity sufficient to preserve health and sustain life, and refuse and neglect to furnish wood sufficient for cooking in Summer and to keep the said prisoners warm in Winter; and did compel the said prisoners to subsist upon unwholesome food, and that in limited quantities entirely inadequate to sustain health, which is well known; and did compel the said prisoners to use unwholesome water, with the filth and garbage of the prison and prison guards, whereby the said prisoners became greatly reduced in their bodily strength, and emaciated and injured in their bodily health—their minds impaired and their intellects broken, and many of them whose names are unknown, sickened and died by reason thereof, which the said Henry Werz then and there well knew and intended, and so knowing and evilly intending, did refuse and neglect to provide proper lodgings, food or nutriment for sick and necessary medicine and medical attendance for restoration of their health, and did knowingly, wilfully, and maciliously in furtherance of his evil designs permit them to languish and die for want of care and proper treatment, and when dead the said Henry Wirtz, still pursuing his evil purposes, did permit to remain in the said prison among the emaciated sick and languishing living, the bodies of the dead, until they became corrupt and loathsome and filled the air with noxious effluvia, and thereby greatly increased unwholesomeness of prison, insomuch that great numbers of the prisoners whose names are unknown sickened and died by reason thereof. All which he the said Henry Wirtz there and then well knew, and evilly and maliciously designed and intended. The second specification, charges the prisoner with "wilfully and maliciously intending and designing to injure the health and destroy lives of the prisoners under his control, to the end that the armies of the United States might be weakened and impaired thereby."

In the third specification he is charged with maliciously ordering, causing, procuring and inciting soldiers in the service of the so-called Confederate States to shoot and kill such persons as were in his custody as prisoners of war upon slight, trivial and fictitious pretenses, by means whereof large numbers of soldiers from the armies of the United States were wantonly killed and murdered while prisoners of war. In the fourth specification Werz is accused of wilfully and with malice aforethought killing and murdering defenceless prisoners. The fifth and last specification charges him with keeping and using ferocious and blood-thirsty beasts, dangerous to human life called blood hounds to hunt down prisoners of war who had made escape from his custody, and did thus and there wilfully and maliciously suffer the said beasts to seize, tear, mangle and maime the bodies and limbs of fugitives which they there and then did, whereby large numbers of prisoners of war who did during the time aforesaid make their escape, and were recaptured, were cruelly and inhumanly injured and great numbers died by reason of such inhuman treatment, which said Henry Werz, then and there well knew and evilly intended.

TRIAL OF A PAYMASTER.

The Court-Martial of which Gen. Swatzer is President, will commence the trial of Brevet Lieut.-Col. Webb, Paymaster, U. S. V., charged with conduct prejudicial to good order and military discipline.

REVENUE RECEIPTS.

The receipts of internal revenue to-day amounted to $1,559,585 13.

SALE OF HOSPITALS.

The government has commenced the sale at auction of buildings used as hospitals and barracks. The prices realized are quite low, in many cases less than the annual rent of similar buildings in inferior localities. Eleven buildings were sold on Saturday for $1,100.

SALE OF EXPRESS PACKAGES.

The sale of unclaimed packages remaining in Adams Express Company was continued to-day. The articles consisting principally of large boxes, some of which are very heavy. The bidding was quite spirited and prices as good as on the first day of the sale. Very few valuables were found, and purchasers seldom received the worth of their money.

PARDONS.

It is understoon that the President has determined to suspend the bestoyal of pardon for a short time. An arrangement will probably be made to transfer the labor from the Executive to some one of his subordinates, the applications for amnesty having for the past month proved of more annoyance than any other business brought to his notice.

PERSONAL.

Hon. John Wilson, Third Auditor of the Treasury, left town to-night for Chicago, and will be absent about three weeks.

MOVEMENTS OF THE PRUSSIAN MINISTER.

The Prussian Minister left Washington to-day for New-York to attend the funeral of the Prussian Consul, Gen. Schmidt.

RETURNED TO DUTY.

Freeman Clarke, Comptroller of the Currency, returned to-night from a brief absence for the benefit of his health.

A WITNESS FOR WERZ.

Much surprise has been occasioned here by the report that Hon. Alfred Ely, of New-York, would appear as a witness for the defence in the Werz trial. Such is now ascertained to be the fact.

Dispatches to the Associated Press.

Washington, Monday, Aug. 14.

CURIOUS PHENOMENON—AN ISLAND WASHED AWAY.

The government has received official information, dated May 22, narrating the devastating effects of the terrific hurricane, which has visited the Society, Harvy and Palmerston Islands, and most probably others. One of the Palmerston Islands, the Rear, on the northeast, has been entirely washed away, rendering navigation extremely dangerous. Nothing but the coral breakers remain, which, in case of a heavy sea, are entirely invisible to the eye, but in perfectly calm weather they are observable. All these islands are well known to whalers in the South Sea. Owing to this damage by the hurricane, several vessels have been wrecked, but, so far as known, none were American. Tahiti also suffered considerably from the same cause.

PARDONED.

The President has pardoned Charles Francis Howard, convicted in Wisconsin of counterfeiting, and amnestied a number of citizens of Mississippi. He has appointed Augustus Canfield to be Consul at Foo-Chow, China. Collectors and appraisers of Internal Revenue have also been appointed for Texas and Georgia.

TRIAL OF WERTZ.

The trial of Capt. Wertz, rebel commander of the Andersonville prison, will commence to-morrow before the Military Commission, of which Gen. Underwood is President, and Col. Chapman is Judge Advocate. About one hundred witnesses have already been subpœnaed, and by them, as many individual cases of cruelty are expected to be proved against the accused. They will testify from personal experience.

TEXAS SECESSIONISTS.

Private letters received from prominent citizens of Texas state that very many of those who were intense secessionists, are now equally as fervent and zealous for the Union. The largest slaveholders express themselves reconciled to the changed condition of affairs, and say that well-regulated free labor will prove more profitable than servile help, the war having irretrievably demoralized the domestic institutions. The crops throughout Texas are represented as good, and the opinion prevails among the leading men that no lately rebellious State will more easily return to its former national relations than Texas.

THE COAL TRADE.

The large increase of coal trade and the scarcity of coasting vessels have induced the coal shippers at Georgetown, D. C., to largely increase the rates of freight to New-York, Boston and other shipping points.

CASE OF T. W. FULLER.

A statement was heretofore made, and is now going the rounds of the press, that T. W. Fuller, who is in confinement at the Old Capitol, under an order from the War Department, is the party who defrauded the Union Congressional Committee out of $45,000, by means of drafts drawn and signed in blank by the Treasurer, Mr. Harlan, which drafts the said Fuller stole, filled up and collected and receipted for, using receipts also signed in blank. This, it now appears, is erroneous. Senator Harlan never signed either drafts or receipts in blank for that committee. The drafts and receipts were forgeries, as well as a letter presented by the rogue as a voucher for his authority to make collections. None of the signatures were genuine. He had scarcely commenced, when, being advised by friends of his nefarious work and line of travel, he was interrupted by means of the telegraph, arrested and imprisoned, but escaped some weeks afterward, through the aid of some of his accomplices at Racine, Wis., where the arrest was made. The whole amount collected by means of this forgery, so far as the committee could learn, did not exceed $700.

NOTES.

—On the door of Oakey Hall's office is placed a placard which announces that, during the adjournment of the court, the office of the District Attorney will be open between the hours of 11 and 1 *only*. We have called twice at 12 and were unable to get in.

—The railway between the Times Office and Fulton Ferry is continually blocked by impudent drivers of heavy teams. A car was detained yesterday by a huge wagon in front of Sargent & Co's store in Beekman-street, at least ten minutes. The conductor was a boy, and the clerks of the store and the driver of the team availed themselves of that fact to delay the car.

—Brevet Brig.-Gen. Jas. Sinclair, of the regular army, leaves this morning for the Department of the Pacific, by the California steamer. The record of the General during the war is brilliant. At the first battle of Bull Run, in 1861, he was a Lieutenant in one of our city regiments, and was subsequently appointed to a Second Lieutenancy in the Fourteenth United States Infantry. During the war Gen. Sinclair has been wounded five or six times, and has been repeatedly breveted for conspicuous gallantry, until now he ranks as a Brigadier-General.

—Commodore Barron is at Halifax, where, with congenial spirits, he loafs at the bar of the hotel. He is described, by one who saw him recently, as in excellent health and jolly as a tub.

—The papers of Brooklyn, Republican and Democratic, rebuke the *Tribune* for unfair charges made yesterday against Supervisor Cheshire, who has gone they know not whither. As Gen. Crooke says, the truth of the matter was given in the Times of the 9th inst.

—Capt. Coulter, who succeeded Warden Sutton at the Tombs, is doing all things well. He is making great improvements in the provisions for bummers, having directed the making of four commodious cells for the accommodation of the better class of them.

— Dr. Simmonds, who has been on duty at the Tombs over eight years, celebrated his sixty-fourth birthday yesterday.

— The Keans.—Mr. and Mrs. Charles are coming here soon and will play an engagement at the Broadway. There is no truth in the rumor that the management proposes charging gold prices.

— We are glad to note the return to specie payments. A newsboy gave us in change a three cent silver piece yesterday at the ferry.

— Cannot something be done with the lawless hucksters at Fulton Ferry? They now monopolise two-thirds of the sidewalk with their booths, while underneath their stalls are rottenness and pestilence seeds.

—Who does not remember the touching story of Gov. Andrew about the overplus of women and the scarcity of men in Massachusetts? They are now trying to balance matters by shipping some of the girls to Washington Territory. Three hundred of them are to be sent by the steamer to Aspinwall, whence they will go to California and thence to Washington Territory. Great is Massachusetts.

—Miss Edmonia Lewis, the colored sculptor, leaves for Florence, Italy, by the steamer of the 19th inst. She has orders for busts of Abraham Lincoln and Horace Mann.

—Miss Morensi, who, by the generosity of Mr. Lowber, of Brooklyn, was enabled to visit Europe that she might finish her musical education, was at last accounts in Paris. She has a brilliant future before her.

—We hear a large button factory is soon to be started in Williamsburgh. This will be lucky in case that little city should need the services of a coroner's jury at any time. Three cheers for Buttons.

—Poor people walk much in the City Hall Park. They sit at times on the little stools provided by a generous Common Council. Is it not a good idea to furnish three times as many seats? These people don't visit Central Park, but they do the lower one.

—Brevet-Major Edwin Henry, Commissary of Subsistence, arrived last night from Wilmington, and is stopping at the Astor House. He reports everything quiet and healthy at Wilmington.

LONG BRANCH.

Its Rural Aspects—The "Carnival" of Bathing—An Opinion in Esthetics—The Philosophy of Bathing—Plungers and Paddlers—Sharks and Porpoises—Fin and his Featherly Foe—Study of a Fish-Hawk—Sam McLain—The Dancing and the Crowd.

Correspondence of the New-York Times:

Long Branch, N. J., Sunday, Aug. 13, 1865.

Neither the physical nor the moral condition of that man is to be envied, who could not be happy here, with such beautiful weather as that which has blessed us during the week that is past. Have you been sweltering with heat in the man-made city? We pity you; we, dwellers by the God-made ocean, abiders in the sweet-scented domain where

—Gates swing back from grassy lanes,
And the cows come home when the dusky eve
Its mantle throws over hill and plain.

I suppose there are many people who come here who "walk with blinded eyes" in relation to the rural aspects of Long Branch. They see the sea; they bathe therein; they are conscious of the hotels; they dine therein; they dance, and they flirt, and they yawn, "and they pay," and then they go home. They have not seen a cornfield, nor a cow, nor a hill, nor a wood, and they don't know these things exist at Long Branch. But they do, and there are two ways of making their acquaintance. One, to stroll out upon a back-road, somewhere behind your hotel, and behind the white face that gazes ever out to sea. The other, to clamber into the observatory that surmounts your hotel. Here you look out upon a scene so fair, so rural in all its aspects, that you breathe the very inspiration of rusticity and "country calm." Meadows, and fields, and gardens are on every side save that which looks seaward; on that side there is a close-cropped green lawn, which stretches to the summit of the bank behind whose sudden descent those sand-founded and ungraceful "disrobing saloons" are hidden from view. Yonder is a dusty, rail-fenced road, along which rattles a Jersey farmer in a Jersey wagon. In a meadow, so near by that you might fling a stone there, it seems, stand three haystacks—two large parent haystacks and one baby haystack—doomed, alas! never to grow to mature years. A church-spire in the distance lifts its graceful finger out of a nest of woods, and indicates a rural village. The very hotels, seen from this point, are entirely rustic in aspect. They remind one of the residences of Southern planters, with their long reach of piazzas, and their disproportionate height compared with the wide space of ground they cover; and away where the sky touches the earth, are the graceful hills and the umbrageous fringe of green groves. The landscape, as a whole, is a level one, and somewhat Western in its character. I have seen just such another in one of the oldest settled and best cultivated regions of Illinois, and its beauty is unquestionable. By the way, though, how dogmatically we say a landscape is "Western," which is low and level. If there are prairies at the West, oh, traveler, are there not also hills, mighty, majestic and grand? Mine eyes have seen such, if memory lies not, on the shores of gigantic Lake Superior—towering skyward, gorgeous in green, in spots where man has never set his foot since time was.

It is 11½ o'clock in the morning, and the bathers are wending their way from the hotel down to the beach. Of all the hours of the twenty-four, this is the chosen hour for those who love to disport in the surf with plenty of company. Your breakfast is properly digested by this time; you have had a comfortable cigar, and are in a tranquil frame of mind. The tide is low, and the waters wooing. One brief interval of preparation in one of Sam's sand-founded edifices afore-named, and you come forth arrayed for the bout with old ocean. Conscious of presenting a picturesque appearance, perhaps you squat upon the beach a few minutes, observing those already in the water. Much has been said of the hideous sight the feminine world presents in its bathing costume. As for me, "I assert boldly" that a lady who is arrayed in a neat and tasty bathing-dress is never more attractive than at that particular moment. It is something, gentlemen *confreres*, to be able to behold a divine woman minus the artificial appliances of the fashionable world. That there are hideous ones, I do admit; but that is the fact concerning them when they are not hideous—when they are "got up," and adorn the ball-room or the promenade—that is the fiction. A beautiful woman may put on an ugly bathing-dress, it is true—a dress without form and void—faded, ragged and uncouth—with perceptible bifurcated attachments—with a great torn straw hat tied with a bit of rope; but there is no good reason why she should do this, any more than that she should wear a kitchen dress at a grand ball. Tidy and graceful bathing-dresses of blue flannel, trimmed with lines of red, reaching to the ankles and fitting neatly at the waist, are to be had for money, I suppose. But even with the ragged, faded and uncouth dress, a lady whose beauty is a fact, and not a fiction, is beautiful when she once gets into the surf and the garments cling to the graceful form. I really do not see where the eyes of those people are, who cannot see beauty in yon bevy of lady bathers. The brunette belle of the ball-room is there; and I admire her more here than there, as I see the honest love she has for the inspiring sport in which she is now engaged; as she leaps laughing into the line of foam that comes rolling on, knocking down the timid ones, but filling her with life and animation; as she emerges from the water with a gasp and shakes aside the rich hair that has swept over her black eyes; and the embrace of this foamy lover has left her garments soaking, and outline the graceful curves of her luxuriant form with a distinctness which might serve a sculptor. Hideous? Behold that willowy blonde, "with eyes of heaven's own azure," floating like a water-lily upon the wave; is that a hideous sight? Go to! Let us bathe.

Now there are two kinds of bathers in this world—the plungers and the paddlers. Your paddler comes to the water's edge, and puts a toe in. "Ugh, how cold!" he ejaculates; and runs backward from a wave that comes washing up the sandy slope. But he must go in; he knows he must; he has his bathing-dress on; and besides, he wants to. The fascination is irresistible, while he shudders over it. So he stoops down and gets hold of the protective rope; and out he goes, slowly, hesitatingly, with sighs and "Oh, ahs," enough to set up a first-class lover; and at last the water reaches his middle. Then he gathers slow handfuls and sprinkles his head; wets his shoulders; shivers; and goes out another yard. Perhaps he retreats at this juncture, as he sees a huge roll of surf breaking down upon him; but if he does he returns eventually, and the breaker comes again; he doubles himself up and turns his back to it; it knocks him off his feet and souses him unexpectedly; he comes forth rubbing his eyes and spouting like a whale, and protesting that "that was a—phoo! phoo!—a regular—phoo!"—ah, there's another—taking him unawares and sousing him again, filling his nostrils and his throat and half choking him to death. How anybody with the brains of a gnat could consent to be a paddler, I am at a loss to conceive. But it takes all sorts of people to make a world.

Now here comes a plunger. He has stepped back a rod or two from the water's edge, and with this start he runs swiftly down the sands, leaps high in the waters as they deepen, and meets the first breaker by plunging into it head foremost and vanishing from sight. For some seconds he swims about beneath the surface of the water, and then emerges, shaking his hair aside, empties his lungs with one strong, steady breath, opens his eyes, and commences in earnest the rollicking revel for which he has engaged. Novices look on with a certain degree of wonder at such a bather as this; there was a time when I did; but now, I am "of the brotherhood." They wonder that he does not strangle; they wonder how he can come forth so calmly, and breathe that long breath so steadily; they wonder if he is not "half a fish, anyhow." But he knows, that no one derives truest benefit from bathing, except his bathing be like this. The vigorous plunge, preceded by a short run, is succeeded by an instant glow that pervades the whole system, and exhilarates like champagne without intoxicating like it. "But supposing that glow don't come?" said a Baltimore gentleman to me the other day—an invalid, and therefore with a show of excuse for being a paddler. It is not a suppositious case; the glow surely comes, if you "follow the directions on the label." Expand your chest—pound it a little, if you are able to endure that life-giving exercise; start with every muscle in play, and run with all your "might and main;" shut your eyes, hold your breath, and "go under" as if you intended to go to China straight; swim about, till you feel the necessity for breathing, and then come to the surface and breathe a slow, steady, restrained breath, exhausting and refilling your lungs to their utmost capacity. There, open your eyes; and if you do not feel the promised glow, please to go and give your directions for your epitaph at once. You are a subject for decent interment in a graveyard.

Sage reflection engages my mind at the dinner-table on the subject of plungers and paddlers. I observe that the plungers, one and all, are blessed with "splendid" appetites and do "brilliant" justice to the meal; whereas the dabblers are troubled with a weakness in the diaphragm, with giddiness of the head, and have not good appetites. It is a natural consequence of improper bathing. I would advise these people to quit bathing altogether, if they intend to pursue this course. They need not go home; the sea-air, and the rest, and rational recreations of this resort, are health-giving, even if you do not bathe. But if you are *afraid* of the water keep out of it.

Speaking of being afraid, reminds me to speak of sharks. Some people get queer ideas into their heads, and set queer stories afloat, about the danger from sharks. The idea is a ridiculous one. No man-eating shark ever was known to come into shallow waters anywhere, I believe; certainly none ever came here. "But I have seen 'em," says Mr. Positive Green; "I have seen him, Sir, ten feet long." Now the length this speaker gives is a—exaggeration. What he has seen is the sand-shark, which never was known to attack or bite anything human; which is very timid, and could not be coaxed, even by the belle of the ball-room to "draw nigh." You can often see his black fin rise out of the water, a short distance from shore, however. Porpoises are still more common. A school of them were playing about, within stone's throw of the bathers, during the bathing hour on Monday morning—a common sight. The terrors these gentry possess are all for the littler fish upon which they feed, and among which they create great consternation, no doubt. Poor little fish has many enemies—beginning with man, and ending with the sand-snipe. One of his enemies, the fish-hawk has engaged my interest pretty deeply at times. One morning I devoted a good two hours to observing him, with the aid of an opera glass. There was a slight rain falling, and at that early hour no one was stirring on the beach. Avoiding observation by entering a bath-house, I was able to witness the fish-hawks flying about, with perhaps especial advantage; for in the apparent solitude of the deserted beach, where the hymn of "the waves that never rest" was the only sound that relieved the stillness, they flew nearer than they would have done at another time. Slowly flapping his great wings, with his head bent downward and his keen eye scanning the waters, he moves along until he sees his prey, and then he descends upon it with the rapidity of thought. You have seen the movements of a graceful skater; no illustration will more choicely express the peculiar movement of a flying fish-hawk. A dozen flaps of his great wings, and then effort ceases and the bird sails along swiftly on the air, as a skater sails on the ice, in gliding stillness. Yonder goes one, just from the nest ashore, flying straight out against the sky, against which he (he is a he; the female bird stays at home, you know;) is black in relief. Far out he descends, and against the blacker water it is no longer possible to distinguish him, save with a glass; with that aid, you can watch him long, gliding swiftly close to the water's edge; missing and recovering him again and again; till suddenly, the straining optics, enter their protest and can be strained no farther, and the speck is gone in the far-away gloom. You turn to the nearer by. It is curious to be able to scan this free floating thing so closely. Hawks have I known from my childhood, but generally as far-off specks high against the sky; but this fellow—I can see his very eye, in its watching ferocity, I can see his ugly Shylock beak, (natural fish-hook, isn't it?) his long body, his longer wings, his black legs; and here comes one flying in from sea with a fish in his claws, the fish half the length of the bird's body under which it hangs. Poor, poor fishie! "Phansy his feelinks" as he spins gasping through the air, his unhappy eyes rolling in terror of the feathery foe into whose horrid clutches he has fallen. Yes, the case of feathers *vs.* fins is interminable; it beats Jarndyce and Jarndyce out of sight; we shall never see the end of it. You can see the nests of these fish-hawks plainly in the tops of some decaying trees half a mile away from the Metropolitan Hotel, and that without the aid of a glass, for the nests are monstrous things; I won't say how large, in feet and inches, lest it might be thought that I exaggerated; they are about the size of an Irishman's shanty, if you know how large that is.

I should do my feelings a damage if I permitted this letter to end without a fuller account of Sam than has hitherto been published forth to an admiring world. Sam is a character. He is, in his official sense and duties, a type of a similar worthy who is attached to each hamlet of bath-houses that sits upon the beach, in connection with each of the principal hotels. Sam spends the most of his time in that picturesque and open costume which bathers wear. At all hours when bathers are in the water, he is in it. He keeps the sharpest kind of an eye upon his sportive colony; and if perchance he sees a head too far out, and fears for the safety of the head's owner, he "goes for it," like the water-dog of a police officer that he is, and brings it into safe harbor. Sam is not strictly beautiful, if you submit him to the trying test of conventional rules; his face is swarthy; he has no killing moustache, no gushing imperial, nor coal-black eyes; but nevertheless he is the adored of the ladies, especially the married ladies, and the pet and pride of the little girls. You should see the honest-hearted fellow striding out "with his face set to the sea," and a baby in his arms, which he handles as tenderly as a mother, sousing it in quiet waters, but elevating it above the foamy crest of the angriest breakers. How long he remains in the water daily, I do not venture to say; I did half believe him amphibious at first, but a certain blueness I once noted "around his gills" exploded that theory, and proved him a land animal. Nevertheless, he looks to me almost out of his element, when I see him about the hotel in the evenings, dressed in good clothes "like the rest of us," listening quietly to chatting groups, exchanging solemn winks with Harry, compounder of beverages, or putting his head in at the parlor window during the dancing hour. Your palm, sun-browned Sam; long may you wave!

The weekly grand hop at the Metropolitan took place on Wednesday evening. Great are the complaints of the ladies at the scarcity of young gentlemen, *au fait* in the waltz and the Lanciers. The Mansion House grand hop on Friday even was a very elegant though much crowded affair.

The hotels are still thronged. Where ten go away, twenty come to take their places. Cots and sofas are in steady demand, and window-sills are wanted at the old quotations. Thus will it be until it is otherwise, no doubt.

WILHELM.

NEW-YORK SEMI-WEEKLY TIMES.

THE NEW-YORK SEMI-WEEKLY TIMES is published THIS MORNING, and may be had at the counter of the publication office in wrappers ready for mailing. Price Five Cents. In addition to the latest intelligence by telegraph up to the moment of going to press, there will be found in the current number all official orders, reports and documents, and the latest and fullest Washington news. European news, with graphic letters from our correspondents in London and Paris, giving the tone of public feeling abroad, is made a special and permanent feature. In addition to Editorials on all the current topics of the day, the Semi-Weekly Times has a page of carefully prepared commercial matter, giving the latest financial news and market reports; items of agricultural and domestic interest, compiled from sources many of which are otherwise inaccessible to the American reader; and marriages and deaths of the week.

The "Semi-Weekly Record," or news summary—being a careful synopsis and digest of the news of the day, both rebellion and general—is alone worth double the subscription price to the paper, as it preserves in a condensed and conveniently classified form all news of interest, and must prove valuable as a record to all time.

Terms.—One copy one year, $3; two copies one year $5. Fresh names may at any time be added to Clubs, both of the Weekly and Semi-Weekly, at Club rates.

Dr. B. C. Perry, Dematologist, No. 49 Bond-st., wishes to inform the citizens of New-York and vicinity that his office in this city will be closed WEDNESDAY, Aug. 17, at 4 P. M.

It will be reopened MONDAY, Oct. 2.

In the meantime the Doctor can be consulted, or addressed, at his Boston office, No. 2¼ Winter-st.

U. S. Postal Currency—In denominations to suit may be obtained in packages of $5 and $10 each, by applying at the Cashier's window, *Times* Office.

Willcox & Gibbs Sewing Machine. No. 508 Broadway.

Grover & Baker's Highest Premium Elastic stitch, and lock-stitch sewing-machines. No. 495 Broadway, New-York, and No. 235 Fulton-st., Brooklyn.

Howe Sewing Machine Company.—Elias Howe, Jr., President, No. 629 Broadway. Agents wanted.

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Manufacturers of Pure White Lead, Red Lead, Litharge, Glass-Makers' Red Lead, &c.
Also, Linseed Oil, Raw, Boiled and Refined.
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A New Perfume for the Handkerchief.
Phalon's "Night Blooming Cereus,"
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Phalon's "Night Blooming Cereus,"
A Most Exquisite, Delicate and Fragrant Perfume, Distilled from the Rare and Beautiful Flower from which it takes its name.
Manufactured only by PHALON & SON.
BEWARE OF COUNTERFEITS.
ASK FOR PHALON'S—TAKE NO OTHER.
Sold by druggists generally.

Weed Sewing Machine Co.'s Highest Premium Lock Stitch Machines, No. [illegible] Broadway, New-York.

Consumption Curable by Herbal Remedials.
Lungs—Dr. O. PHELPS BROWN'S Acacian Balsam
Lungs—will positively eradicate night sweats, deep-
Lungs—seated coughs, bronchitis, asthma, marasmus,
Lungs—sharp pains in the chest, difficult expectora-
Lungs—tion, physical prostration, and, in fact, every
Lungs—form of consumption will disappear, after the
Lungs—Balsam has been used a reasonable length of
Lungs—time. It is compounded of rare native and
Lungs—foreign herbs, and healing balsams, whose
Lungs—curative effects prove that nature has provided
Lungs—a remedy for every disease. Your nearest
Lungs—druggist will furnish you with a copy of my
Lungs—pamphlet of 48 octavo pages, beautifully illus-
Lungs—trated with colored plates, free. Price $1 per
Lungs—bottle, or six for $5. To be had, wholesale
Lungs—and retail of D. BARNES & CO., New-York;
Lungs—JOHN D. PARKS, Cincinnati, Ohio; LORD
Lungs—& SMITH, Chicago, Ill.; and by druggists
Lungs—generally.

Batchelor's Hair Dye.
The best in the world, the only reliable and perfect dye known. Instantaneous and harmless. The genuine is signed WILLIAM A. BATCHELOR. Sold by all druggists and perfumers. Factory No. 81 Barclay-st.

Wilder's Patent Salamander Safes.
THE BEST FIRE-PROOF SAFES IN THE WORLD.
DEPOT NO. 100 MAIDEN-LANE.

Artificial Limbs of Superior Quality and adaptability; Army and Navy furnished gratis with the best, per commission of Surgeon-General U. S. Army, by E. D. HUDSON, M. D., Astor-place, Clinton Hall, N. Y.

Marvin's New Patent Alum and Dry Plaster Fire and Burglar Silver Plate Safes. Highly ornamented, and warranted perfectly dry. Also a large assortment of Bankers' and Merchants' Safes.
MARVIN & CO., No. 265 Broadway.

Writing Inks and Mucilage, the best in the world manufactured by S. S. STAFFORD,
No. 11 Cedar-st., New-York.

Electricity Invisibly Connected Protects your doors and windows from burglars; rings your servant's bell; your tea-bell, and coachman's bell.
E. HOLMES, No. 198 Broadway.

Hill, Inimitable Hair Cutter.—Styles most suitable and executed in the best manner only at No. 1 Barclay-st.

Trusses, &c.—MARSH & CO.'S Radical Cure Truss Office, only at No. 2 Vesey-st. Also supporters, bandages, silks, elastic stockings, &c. A lady attendant.

Wheelers & Wilson's Lock Stitch Sewing Machine and Button Hole Machine. No. 625 Broadway.

DIED.

Babcock.—On Monday, Aug. 14, Nichols H. Babcock, in the 65th year of his age.

The relatives and friends of the family are invited to attend the funeral, from his late residence, 58th-st., East River, on Tuesday, 15th inst., at 1 o'clock P. M., without further notice. The remains will be taken to Newport, R. I., for interment.

Batcheller.—On Thursday, Aug. 10, at Saratoga Springs, of cholera infantum, James M. Cook, only child of George S. and Catharine P. Batcheller, aged 6 months and 18 days.

Carnes.—At Riverdale, on Hudson, Monday, Aug. 14, Mary Wainwright, wife of Nathaniel G. Carnes.

The relatives and friends of the family are invited to attend the funeral, from her late residence, on Wednesday, 16th inst., at 2 o'clock P. M. Trains leave Hudson River Railroad Station, 30th-st., at 12:30 P. M. Returning, leave Riverdale at 3:22 P. M. The remains will be taken to Mount Auburn for interment.

Cooper.—In this city, on Monday, Aug. 14, Caroline Follansbee, infant daughter of Charles and Sally F. Cooper, aged 3 months.

The relatives and friends of the family are respectfully invited to attend the funeral, on Tuesday, the 15th inst., at 3 o'clock P. M., from the residence of the parents, No. 99 1st-place, South Brooklyn.

Doolittle.—On Saturday, Aug. 12, from dysentery, following chronic diarrhœa, in Rutland, Jefferson Co., N. Y., Lucy E., wife of Rev. Justus Doolittle, of the North China Mission of the American Board.

Hunt.—Suddenly, on Monday, Aug. 14, Hon. Hiram P. Hunt, aged 69 years.

The remains will be taken to Pittstown, N. Y., for interment.

Haines.—On Sunday, Aug. 13, of cholera infantum, Elizabeth Haines, daughter of Richard R. and Harriet T. Haines, aged 3 months and 13 days.

Funeral on Tuesday, 15th inst., at 10 o'clock A. M., from No. 131 Lafayette-av., Brooklyn.

Jordan.—On Saturday, Aug. 12, John Jordan, after a short illness.

The friends of the family, also the members of the 48th Regiment New-York Vet. Vols., are respectfully invited to attend his funeral, from his late residence, No. 7 Van Brunt-st., South Brooklyn, on Tuesday, 15th inst., at 2 o'clock.

Losee.—On Sunday, Aug. 13, James S., eldest son of Peter and Catharine A. Losee, aged 19 years, 7 months and 2 days.

The friends and relatives of the family are invited to attend the funeral, on Wednesday morning, 16th inst., at 10 o'clock, from the residence of his parents, No. 222 East 11th-st.

Morgan.—On Sunday morning, Aug. 13, at his uncle's, P. N. Morgan, in this city, after a brief illness, Ralph B. Morgan, eldest son of Abijah J. Morgan, of Tuckahoe, East Chester, N. Y., in the 25th year of his age.

The friends and relatives of the family are respectfully invited to attend the funeral, from the residence of his father, at Tuckahoe, N. Y., on Tuesday afternoon, at 1 o'clock. Cars leave 26th-st. station, Harlem Railroad, for Tuckahoe, at 10 o'clock A. M. Carriages will be in attendance at the depot.

McDaniel.—On Wednesday, Aug. 9, at Kingston, N. Y., William, only child of Wm. V. and Delia A. McDaniel, of this city, aged 18 months.

Milburn.—On Monday morning, Aug. 14, of consumption, Fanny Emory, eldest daughter of Rev. Wm. H. and Cornelia A. Milburn, aged 18 years and 2 months.

The friends of the family are invited to attend the funeral service, at her father's house, new No. 163 (old No. 119) West 21st-st., on Wednesday, at 12 M.

Park.—At his residence at the Palisades, on Sunday, Aug. 13, Charles F. Park, aged 49 years.

His relatives and friends are invited to attend the funeral services, at the church on the corner of 5th-av. and 19th-st., in this city, on Tuesday morning, Aug. 15, at 10 o'clock.

Schmidt.—On Saturday, Aug. 12, at his residence, Locust Island, New-Rochelle, John W. Schmidt, in the 84th year of his age.

The relatives and friends of the family are respectfully invited to attend his funeral, from Grace Church, in New-York, at 11 o'clock A. M. on Wednesday, the 16th inst., without further invitation.

Sherman.—At Charlottetown, Prince Edward's Island, on Friday, Aug. 11, J. Sherman, United States Consul at that place, in the 65th year of his age.

Tyler.—At Red Bank, N. J., on Saturday, Aug. 12, Edmund Leighton, infant son of Alfred L. and Annie Tyler.

☞ Macon, Ga., papers please copy.

Wood.—At South Bergen, N. J., Monday, Aug. 14, Elizabeth C. Wood, daughter of Sarah and the late Samuel S. Wood, of Albany, N. Y.

The relatives and friends of the family are invited to attend her funeral, Wednesday, 16th inst., at 2 o'clock, from the residence of her uncle, Robert D. Wynkoop, South Bergen.

Wisswell.—On Monday morning, Aug. 14, Frederick W., only son of Wm. J. Wisswell, aged 16 years and 9 days.

Funeral from his father's residence, South Bergen, N. J., Wednesday, 16th inst., at 1 o'clock. Friends are respectfully requested to attend.

Warne.—At Stockton, Hunterdon Co., N. J., on Saturday, Aug. 12, of hemorrhage of the lungs, Mr. John Warne.

Wall.—In Brooklyn, E. D., on Friday morning, Aug. 11, William Wall, Jr., aged 29 years.

The relatives and friends of the family, also the officers and members of the fifth company, Seventh regiment, N. G. S. N. Y., and friends throughout the regiment, are respectfully invited to attend the funeral, from the residence of his parents, No. 31 South 9th-st., Brooklyn, E. D., on Tuesday, Aug. 15, at 2 o'clock P. M.

MISCELLANEOUS.

THE ILLUSTRATED PHRENOLOGICAL JOURNAL FOR AUGUST contains Heads—Good and Bad; Our Leading Generals—Wm. T. Sherman; Energy and Perseverance; Sir William Hamilton on Phrenology; Education as it should be; Marriages of Consanguinity; Little Folks; Hints on Dress; Cheerful Christians; Arts of Beauty; Hints for Wives; Love of Home, etc. 20 cents. Newsmen have it. New volume. $2 a year. FOWLER & WELLS, No. 389 Broadway, New-York.

THE AMERICAN CONDENSED MILK COMPANY are prepared to supply families with their milk, from wagons, every morning, (Sundays excepted, as it will keep over from Saturday) at 40 cents per quart, on a basis of 8 cents a quart for pure milk. We are also ready to supply shippers and others with our preserved condensed milk, the best in the market. For particulars see our circulars at our office.
WHITE, BROS. & CO., No. 107 4th-av.

HOWE'S PREMIUM STANDARD SCALES—Howe's Army Scale—the best Scale in use.
HOWE & BOUVIER,
No. 194 Broadway.

FOR SALE—AN EASTERN COW, WITH A bull calf, lately arrived from Calcutta; one of those peculiar species known to naturalists, as the bison, and worshipped as a deity in its native country by the Brahmins. It can be seen at any time at No. 86 Madison-st.

FINANCIAL.

FISK & HATCH,

BANKERS,
AND

U. S. 7-30 LOAN AGENTS

No. 5 NASSAU-STREET,
(Continental Bank Building,)
Near WALL-ST.

have all denominations of THE 7-30 NOTES constantly on hand for IMMEDIATE DELIVERY. All Classes of GOVERNMENT SECURITIES bought and sold at market rates.

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BANKERS,

NO. 38 WALL-ST.,
DEALERS IN ALL CLASSES OF
GOVERNMENT SECURITIES,
QUARTERMASTER'S VOUCHERS, PROMISSORY NOTES, &c.,
SEPTEMBER, NOVEMBER AND JANUARY
Coupons Cashed in Gold,
ON LIBERAL TERMS.

LONDON AND SAN FRANCISCO BANK,
LIMITED.

INCORPORATED UNDER "THE JOINT-STOCK COMPANIES ACT OF 1862," OF GREAT BRITAIN.

CAPITAL, £1,000,000, OR $5,000,000,

Of which £100,000, or $500,000, is paid up as Present Capital, and will be increased as THE Growth of the business requires.

The Founders and Proprietors of the Bank are:
Messrs. BISCHOFFSHEIM, GOLDSCHMIDT & CO., London.
Messrs. FRUHLING & GOSCHEN, London.
Messrs. FREDERICK HUTH & CO., London.
Messrs. J. S. MORGAN & CO. (successors to Messrs. George Peabody & Co.) London.
Messrs. STERN BROTHERS, London.
Mr. FREDERICK RODEWALD, London.
THE BANK OF SAXE MEININGEN, Saxe Meiningen.
Mr. JULIUS MAY, Frankfort-on-the-Main.
Mr. SIGISMUND SULZBACH, Frankfort-on-the-Main.

Head Office, No. 22 OLD BROAD-ST., LONDON.
London Bankers, THE LONDON JOINT STOCK BANK.
Manager at San Francisco, MILTON S. LATHAM.
New-York Agency, No. 53 EXCHANGE-PLACE.

LOCAL DIRECTORS—SAN FRANCISCO:
W. B. JOHNSTON, Agent Liverpool and London Insurance Company.
HENRY CARLTON, Jr., Merchant.
A. EHRHORN, Merchant of Heilmann, Bros. & Co.

The above Bank is prepared to transact, in London and San Francisco, all kinds of general Banking and Exchange business between said cities, and all parts of the world.

Special attention paid to collections, purchases of real estate and mining shares, and investments of all kinds in California.

AGENTS IN NEW-YORK:
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NO. 13 BROAD-ST.,
DEALER IN GOVERNMENT SECURITIES AND PETROLEUM STOCKS.

TRAVELING CREDITS

On Messrs. J. S. MORGAN & CO., London, (successors to GEO. PEABODY & CO., available in the principal cities of Europe and the East, issued by
DABNEY, MORGAN & CO.,
No. 53 Exchange-place.

BROWN BROTHERS & CO.,
NO. 56 WALL-ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS FOR USE IN THE COUNTRY AND ABROAD.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, June 28, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that "The Hanover National Bank of the City of New-York," in the City of New-York, in the County of New-York, and State of New-York, has been duly organized under and according to the requirements of the act of Congress, entitled "An Act to Provide a National Currency, secured by a pledge of United States Bonds, and to Provide for the Circulation and Redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with, before commencing the business of banking under said act:

Now, therefore, I, Freeman Clarke, Comptroller of the Currency, do hereby certify that "The Hanover National Bank of the City of New-York," in the City of New-York, in the County of New-York, and State of New-York, is authorized to commence the business of banking under the act aforesaid.

In testimony whereof, witness my hand and [SEAL.] seal of office, this twenty-eighth day of June, 1865.

(Signed) FREEMAN CLARKE,
Comptroller of the Currency.

TREASURY DEPARTMENT
OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, June 10, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that "The National Butchers' and Drovers' Bank of the City of New-York," in the City of New-York, in the County of New-York and State of New-York, has been duly organized under and according to the requirements of the act of Congress entitled "An act to provide a national currency secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864; and has complied with all the provisions of said act required to be complied with, before commencing the business of banking under said act.

Now, therefore, I, Freeman Clarke, Comptroller of the Currency, do hereby certify that "The National Butchers' and Drovers' Bank of the City of New-York," in the City of New-York, in the County of New-York and State of New-York, is authorized to commence the business of banking under the act aforesaid.

In testimony whereof, witness my hand and seal of office, this 10th day of June, 1865.

FREEMAN CLARKE,
Comptroller of the Currency.

TREASURY DEPARTMENT,
OFFICE OF THE COMPTROLLER OF THE CURRENCY,
WASHINGTON, June 14, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that "The Union National Bank of the City of New-York," in the City of New-York, in the County of New-York and State of New-York, has been duly organized under and according to the requirements of the act of Congress entitled "An act to provide a national currency secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with before commencing the business of banking under said act.

Now, therefore, I, FREEMAN CLARK, Comptroller of the Currency, do hereby certify that "THE UNION NATIONAL BANK OF THE CITY OF NEW-YORK," in the City of New-York, in the County of New-York and State of New-York, is authorized to commence the business of banking under the act aforesaid.

In testimony whereof, witness my hand and seal of office, this 14th day of June, 1865.

FREEMAN CLARKE,
Comptroller of the Currency.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, Aug. 1, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that the CHEMICAL NATIONAL BANK OF NEW-YORK, in the City of New-York, in the County of New-York and State of New-York, has been duly organized under and according to the requirements of the Act of Congress entitled "An act to provide a National Currency, secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act, required to be complied with, before commencing the business of banking under said act:

Now, therefore, I, Freeman Clarke, Comptroller of the Currency, do hereby certify that the Chemical National Bank of New-York, in the City of New-York, in the County of New-York and State of New-York, is authorized to commence the business of banking under the act aforesaid.

In testimony whereof witness my hand and seal of office, this 1st day of August, 1865.

FREEMAN CLARKE,
Comptroller of the Currency.

TREASURY DEPARTMENT, OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, June 5, 1865.

WHEREAS BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that "The Pacific National Bank of New-York," in the City of New-York, in the County of New-York and State of New-York, has been duly organized under and according to the requirements of the Act of Congress entitled, "An Act to provide a national currency, secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof, approved June 3, 1864, and has complied with all the provisions of said act required to be complied with before commencing the business of banking under said act:

Now, therefore, I, Freeman Clarke, Comptroller of the Currency, do hereby certify that "The Pacific National Bank of New-York," in the City of New-York, in the County of New-York, and State of New-York, is authorized to commence the business of Banking under the act aforesaid.

In testimony whereof, witness my hand and seal of [L. S.] office this 5th day of June, 1865.

Signed. FREEMAN CLARKE,
Comptroller of the Currency.

TREASURY DEPARTMENT,
OFFICE OF THE COMPTROLLER OF THE CURRENCY,
WASHINGTON, July 15, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that THE MANUFACTURERS' NATIONAL BANK OF NEW-YORK, in the City of New-York, in the County of New-York and State of New-York, has been duly organized, under and according to the requirements of the act of Congress entitled "An Act to provide a National Currency, secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with before commencing the business of banking, under said act.

Now, therefore, I, FREEMAN CLARKE, Comptroller of the Currency, do hereby certify that THE MANUFACTURERS' NATIONAL BANK OF NEW-YORK, in the City of New-York, in the County of New-York and State of New-York, is authorized to commence the business of banking under the act aforesaid.

In testimony whereof, witness my hand and seal [L.S.] of office this 15th day of July, 1865.

FREEMAN CLARKE, Comptroller of the Currency.

OFFICE OF THE HIGHGATE PETROLEUM COMPANY,
NO. 33 PINE-ST., NEW-YORK, July 20, 1865.

NOTICE IS HEREBY GIVEN THAT THE annual meeting of the stockholders of the Highgate Petroleum Company will be held at the office of the company, No. 33 Pine-st., on TUESDAY, Aug. 15, at 12 o'clock M., at which time an election for trustees to serve the ensuing year, will take place. The polls will be open from 12 to 1 o'clock. The transfer books will be closed from July 31 to Aug. 16.

CHAS. THROCKMORTON, Secretary.

FINANCIAL.

VERMILYE & CO.,

BANKERS,
NO. 44 WALL-ST., NEW-YORK.

GOVERNMENT LOAN AGENTS

KEEP ON HAND FOR IMMEDIATE DELIVERY, THE ISSUES OF 7-30 TREASURY NOTES, OF ALL DENOMINATIONS.

WE BUY AND SELL ALL CLASSES OF GOVERNMENT SECURITIES AT MARKET RATES.

ALSO, QUARTERMASTERS' CHECKS AND CERTIFICATES OF INDEBTEDNESS.

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BANKER,
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SEVEN-THIRTY LOAN AGENT.

Gold bonds and stocks of all descriptions bought and sold on commission.

Accounts of banks, bankers, and individuals received on favorable terms.

BRYAN, VAN SCHAICK & CO.,
BANKERS,
No. 35 Broad-st., New-York.

Government securities, gold and stocks bought and sold exclusively on commission. Four per cent. interest allowed on deposits subject to draft.

JOHN MUNROE & CO.,
AMERICAN BANKERS,
No. 5 Rue de la Paix, Paris,
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No. 8 Wall-st., New-York,

issue circular letters of credit for travelers in all parts of Europe, &c., &c. Also, commercial credits.

AUG. BELMONT & CO.,
BANKERS,
No. 50 WALL-ST.,

issue Circular Letters of Credit for travelers on all parts of Europe, &c.

NOTICE.

OFFICERS' CLEARANCES PROMPTLY OBTAINED. LIBERAL ADVANCES MADE.

LEFFERTS, HOFFMAN & CO.,
Times Building, No. 40 Park-row.

PROPOSALS FOR $1,000,000

MORRIS & ESSEX RAILROAD COMPANY
FIRST MORTGAGE SEVEN PER CENT. BONDS,
OF
$100, $500 and $1,000,
REDEEMABLE IN FIFTY YEARS,
WITH COUPONS PAYABLE IN NEW-YORK,
1ST MAY AND 1ST NOVEMBER,
AND WITH PROVISIONS FOR A SINKING FUND FOR THEIR REDEMPTION AT MATURITY.

These bonds are the balance of the $3,500,000 of bonds of the company, issued under the first mortgage, and are now offered for the purpose of completing the extension of the road from Hackettstown, the present terminus, to Phillipsburgh, opposite Easton; and for furnishing coal, freight and passenger cars and engines.

The Morris and Essex Railroad, when extended to Easton, will connect with the Lehigh Valley Railroad, with the Lehigh Canal Company's Road, now in the course of construction, and nearly completed, and with the East Pennsylvania Rail, which is proposed to be extended from Allentown to Easton.

These roads will supply the Morris and Essex Railroad immediately upon its completion, with an immense tonnage for transportation, and it must become one of the most important avenues for the transportation of coal from the Lehigh and Eastern Schuylkill regions, and will also form a part of the great through line to Cincinnati and Chicago and the great West generally, via Lehigh Valley, Allentown, Pennsylvania Central and Pittsburgh, Fort Wayne and Chicago Railroads.

These bonds are secured by a first mortgage to James Brown and Peter Cooper, Trustees, upon the road completed and in the course of completion, and upon the branch from Denville to Newark, from the Hudson River at Hoboken, to the Delaware River, at Phillipsburgh, including all rights, real estate, rolling stock and other property of the Company.

The Capital Stock of the Company, amounting to $3,200,000, has all been called in and expended upon the road, which, in addition to the amounts received and to be received from the bonds applied and to be applied to the extension of the present road and the building of the branch road, afford an undoubtedly ample basis for the security of these bonds. This will be evident from the fact that the business of the local road from Newark to Hackettstown has always been sufficient to pay 7 per cent. interest on the money invested in it.

Sealed proposals for these bonds will be received until Tuesday, the 22d August next, at 3 o'clock P. M., for the whole or any portion. Ten per cent. will be paid at the time of the awards of the bids, and ninety per cent. on the delivery of the bonds, which will be ready for delivery at once, or at any time within 30 days, at the option of the bidder. The accrued interest on the bonds will be charged to the date of payment.

The Directors reserve the right to reject any or all of the bids made, but if any bid be accepted all bonds bid for at a higher rate shall be awarded to the bidders at the rate of the lowest bid accepted.

The bonds will be coupon with the right of registration or by surrender of the coupons made transferable on the books of the company, at the pleasure of the holders. Parties making proposals will state the amount of bonds desired, the denomination and price per one hundred dollars.

Each proposal should be sealed and indorsed "Proposal for the Morris and Essex Railroad Company Bonds," and inclosed in a second envelope, addressed to J. D. VERMILYE, Esq., Merchants' Bank, New-York, or to the undersigned, Newark, New-Jersey, either of whom will furnish printed copies of the mortgage, which contains full information.

By order of the Board of Directors,
ISAAC VAN WAGENEN, Treasurer.

BANK DEPARTMENT, ALBANY, June 10, 1865.

NOTICE IS HEREBY GIVEN, PURSUANT to chapters 236, Laws of 1859, and 476, Laws of 1865, that the circulating notes issued to THE IMPORTERS' AND TRADERS' BANK, a banking association, located in the City of New-York, will be redeemed AT PAR, by the Superintendent of the Banking Department, on presentation at The Mechanics' and Farmers' Bank of Albany, and at the said The Importers' and Traders' Bank in the City of New-York, for six years from the date hereof, and not thereafter. The outstanding notes of the said bank must be presented as aforesaid, for redemption, within six years from the date hereof; and all under which shall not be presented for redemption and payment within the time thus specified, will cease to be a charge upon the fund in the hands of the Superintendent for that purpose.

H. H. VAN DYCK, Superintendent.

BANK DEPARTMENT,
ALBANY, May 26, 1865.

NOTICE IS HEREBY GIVEN, PURSUANT to chapters 236, laws of 1859, and 476, laws of 1865, that the circulating notes issued to the MARINE BANK OF THE CITY OF NEW-YORK, a banking association, located in the City of New-York, will be redeemed, AT PAR, by the Superintendent of the Banking Department, at the New-York State Bank, Albany, and also at the said Marine Bank, in New-York, for six years from the date hereof, and not thereafter. The outstanding notes of said bank must be presented as aforesaid for redemption within six years from the date hereof, and all notes which shall not be presented for redemption and payment within the time thus specified will cease to be a charge upon the funds in the hands of the Superintendent for that purpose.

H. H. VAN DYCK, Superintendent.

STATE OF NEW-YORK, BANK DEPARTMENT,
ALBANY, August 11, 1865.

THE GEORGE WASHINGTON BANK, Corning, has this day filed, in this office, a notice of the appointment of the Fourth National Bank in the City of New-York as agent for the redemption of its circulating notes, together with a revocation of the appointment of the Mercantile Bank, New-York, as such agent, agreeable to the act entitled "An act to amend the several acts relating to Incorporated Banks, Banking Associations and Individual Bankers," passed April 17, 1851.

EDWARD HAND, Superintendent.

UNITED STATES TREASURY,
NEW-YORK, Aug. 1, 1865.

PARTIES HOLDING (30) THIRTY OR more coupons on the three years Seven and Three-tenth Notes, maturing on the 15th inst., are requested to hand them in, with schedules, at any time prior to the 14th inst. Holders complying with the above will have their coupons examined, and checks given for them, on the 14th inst., after 5 o'clock P. M. Blank schedules will be furnished upon application at the interest Department of this office.

H. H. VAN DYCK, Assistant Treasurer U. S.

SILVER HILL MINING COMPANY,
No. 27 WALL-ST., NEW-YORK, Aug. 3, 1865.

NOTICE IS HEREBY GIVEN THAT A special meeting of the stockholders of this company will be held at the office of G. & T. Stevenson, No. 27 Wall-st., on TUESDAY, the 15th day of August, 1865, at 12 o'clock M., at which time the election for Trustees to serve the ensuing year will take place.

J. G. HITCHCOCK, Secretary.

LOST—A CERTIFICATE OF DEPOSIT ON Farmers' and Citizens' National Bank, of Brooklyn, N. Y., No. 1,894, dated July 18, 1865, for $2,000, issued and payable to order of Ferdinand Goldstein, and indorsed by Ferdinand Goldstein and F. H. Gersenheimer. All persons are cautioned against receiving or negotiating said certificate, payment of same having been stopped and application made to the bank to issue a duplicate of said lost certificate. All persons interested are called upon to show cause why a new certificate shall not be issued in place of the lost one.

OFFICE OF THE EMPIRE GOLD AND SILVER MINING COMPANY, NO. 191 BROADWAY, (MERCANTILE BANK BUILDING,) NEW-YORK, Aug. 11, 1865.

THE ANNUAL MEETING OF THE STOCKHOLDERS OF THE EMPIRE GOLD AND SILVER MINING COMPANY will be held at the office of the company on TUESDAY, Sept. 19, at 1 o'clock P. M. By order of the board.

HENRY K. GATES, Secretary.

OCEAN NATIONAL BANK, NEW-YORK, Aug., 1865.

AT A MEETING OF THE BOARD OF Directors, Charles Palmer, Cashier, having tendered his resignation, on account of ill health, C. S. Stevenson was appointed to fill the vacancy.

J. S. HARTSHORNE, Assistant Cashier.

$1,000,000 TO LOAN IN SUMS TO suit applicants, on first-class real estate. Apply to CHEVALLIER & CO., No. 81 Cedar-st.

COMMISSIONER FOR MASSACHUSETTS and other States—No. 5 Beekman-st., Room No. 8, first floor over Park Bank.

LEGAL NOTICES.

SUPREME COURT—COUNTY OF JEFFERSON.—JAMES M. CALHOUN, Plaintiff, vs. SOPHIA CALHOUN, Sarah Calhoun, Alvan Calhoun, Mary Calhoun, Hattie Calhoun, Mary Burt, James Burt, Charles Burt, Charles Calhoun, Samuel McClure and Nancy McClure, his wife, Ebenezer Calhoun, Pamelia Calhoun, Joseph Forest and Sarah Forest, his wife, Frank C. S. Calhoun, William A. Calhoun, Pamelia Calhoun, widow of John Calhoun, John Young and Mary C. Young, his wife, Defendants.—Copy summons—complaint filed.—[Revenue stamp, 50 cts., canceled.]—To the above-named defendants: You are hereby summoned to answer the complaint of the above-named plaintiff, which was filed in the office of the Clerk of Jefferson County, on the 19th day of July, A. D., 1865, and to serve a copy of your answer on the subscribers, at their office, in the village of Watertown, Jefferson County, New-York, within twenty days after the service of this summons, exclusive of the day of service, or the plaintiff will apply to the court for the relief demanded in the complaint.

HAMMOND & WILLIAMS,
Plaintiff's Attorneys,
Watertown, N. Y.

jy25-law7wTu.

PROPOSALS.

LARGE GOVERNMENT SALE
OF
STEAMBOATS, WHARF-BOATS, BARGES, AND OTHER PROPERTY.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., July 29, 1865.

SEALED PROPOSALS are invited and will be received at the places, and until the dates hereinafter named, for the purchase of the following-named STEAMBOATS, WHARF-BOATS, BARGES and other property:

AT CINCINNATI, O., UNTIL MONDAY, AUG. 28, 12 M.
For the stern-wheel steamboat D. C. Horton, registered 140 tons.
Stern-wheel steamboat Gen. Meigs, registered 75 tons.
Stern-wheel steamboat Gen. Crook, formerly B. C. Levy, registered 131 tons.
And two (2) wharf-boats, registered 184 and 145 tons.
All of which can be seen at GALLIPOLIS, O., until the day of sale.
One (1) wharf-boat, lying at PARKERSBURGH, Va.
One (1) wharf-boat, lying at CATLETTSBURGH, Ky.
And the model barges Horace and Capitola, lying at CINCINNATI, O.
All of which can be seen at those places until the day of sale.

AT LOUISVILLE, KY., UNTIL WEDNESDAY, AUG. 30, 12 M., for the
Model barges Charmer, Henry Clay, Woolfolk, Payne No. 5 and B. Norton and for seventeen (17) gunwale barges.
All of which can be seen at LOUISVILLE, Ky., until the day of sale.
For the side-wheel steamboat D. A. January, registered 700 tons.
Side-wheel steamboat Ohio (wreck.)
Stern-wheel tug-boat T. D. Horner, registered 139 tons.
And thirteen (13) gunwale barges.
All of which can be seen at NEW-ALBANY, Ind., until the day of sale.

AT ST. LOUIS, MO., UNTIL TUESDAY, SEPT. 5, 12 M
Side-wheel steamer Autocrat, registered 862 tons.
Side-wheel steamer Izetta, registered 476 tons.
Side-wheel steamer J. H. Baldwin, registered 208 tons.
Side-wheel steamer John Raine, registered 620 tons.
Side-wheel steamer Metropolitan, registered 387 tons.
Side-wheel steamer R. C. Wood (formerly the Louisiana), registered 787 tons.
Side-wheel steamer Nebraska, registered 673 tons.
Side-wheel steamer Baltic, registered 700 tons.
Stern-wheel steamer Emma, registered 194 tons.
Stern-wheel steamer Victor, registered 80 tons.
Stern-wheel steamer Alpha, registered 250 tons.
Stern-wheel steamer Nick W. Hughes, registered 180 tons.
Stern-wheel (tow-boat) steamer Newsboy, registered 125 tons.
Stern-wheel steamer Silver Lake, registered 140 tons.
Stern-wheel steamer M. V. Baird, registered 91 tons.
Stern-wheel steamer United States, registered 50 tons.
Stern-wheel steamer Echo (sunk).
Stern-wheel steamer Mattie Cabler, registered 180 tons.
Stern-wheel steamer Porter, registered 113 tons.
Stern-wheel steamer Alone, registered 211 tons.
Stern-wheel steamer J. S. Pringle, registered 318 tons.
Stern-wheel steamer Jennie Hopkins, registered 250 tons.
Stern-wheel steamer Lioness (tow-boat), registered 233 tons.
Stern-wheel steamer Carrie Jacobs, registered 156 tons.
Stern-wheel steamer Annie Jacobs, registered 206 tons.
Stern-wheel steamer Lotus, registered 150 tons.
Stern-wheel steamer Virginia Barton, registered 150 tons.
Screw tug J. C. Rumsey, registered 60 tons.
Stern-wheel tow-boat Michigan, registered 128 tons.
Stern-wheel tow-boat Huron, registered 128 tons.
Wharf-boat Dearborn. 300 tons.

ALSO.

For the model barges General Sheridan, Keokuk No. 1, Keokuk No. 2, Trenton, St. Louis, Hartford, Anna, Archie, Larimer, William Tell, Frank Dougherty, Duchess, Chantie, Phillips, Vulcan No. 1, Vulcan No. 2, Vulcan No. 3, Vulcan No. 4, Vulcan No. 5, Vulcan No. 6, Vulcan No. 7, Rosa, Glendale, Rowena, J. C. Gault, Bob Grier, Dan. Risley, Ed. Kline, Susie, Jessie, Gilmore, Southerner, Guthrie, C. J. Caffrey, Ben. Gerrish, Cartwright, and burnt wrecks of Guthrie, Haight and Hercules.
And seven (7) gunwale barges.
All of which can be seen at ST. LOUIS, Mo., until the day of sale.
Also, one (1) wharf-boat, 300 tons; wharf-boat, (J. C. Irwin,) 148 tons; seventy-seven (77) gunwale barges; model barges Emma, Fanny, Adam Sproule, Laura and Roanoke; six (6) coal boats; one (1) yawl boat; four (4) skiffs and two (2) small flats.
All of which can be seen at CAIRO, ILLINOIS, until the day of sale.
Also, stern-wheel steamer Luc Eaves, registered 50 tons; model barges Austrelitz, Westmoreland, Roanoke, Josephine, and No. 9; and three (3) box barges.
All of which can be seen at EVANSVILLE, INDIANA, until the day of sale.
Also, screw tug Little Giant, registered 53 tons; and six (6) gunwale barges.
All of which can be seen at MEMPHIS, TENNESSEE, until the day of sale.
Also, one (1) wharf-boat, 426 tons; one (1) gunwale barge, and two (2) coal-boats.
All of which can be seen at HELENA, ARKANSAS, until the day of sale.
Also, wharf-boat H. R. W. Hill, 800 tons; wharf-boat Michigan, 137 tons; wharf-boat Chancellor, 365 tons; five (5) gunwale barges, and one (1) coal-boat.
All of which can be seen at the MOUTH OF WHITE RIVER until the day of sale.

Persons making proposals for more than one boat or barge should give the name or number of each boat or barge bid for, with price proposed to be given for each.

Each envelope containing a bid should be sealed, and the name of the boat or barge, or description of the property endorsed thereon, and addressed to Brigadier-General L. B. Parsons, Chief of Rail and River Transportation, in care of the officer in charge of River Transportation, at the points designated for opening bids.

The government reserves the right to withdraw any of the above property, and to reject proposals if deemed too low.

Payment to be made in United States currency, upon the acceptance of any proposal, and prior to the delivery of the property.

A full description of the property may be obtained on application to Col. Arthur Edwards, Assistant-Quartermaster, St. Louis, Missouri.

By order of the Quartermaster-General.

LEWIS B. PARSONS,
Brig.-Gen., and Chief of Rail and River Transportation.

LARGE GOVERNMENT SALE
OF
STEAMBOATS, WHARFBOATS, BARGES AND OTHER PROPERTY.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., July 29, 1865.

SEALED PROPOSALS are invited and will be received at the places, and until the dates hereinafter named, for the purchase of the following named STEAMBOATS, WHARF-BOATS, BARGES, AND OTHER PROPERTY.

AT LITTLE ROCK, ARK., UNTIL MONDAY, SEPT. 11, 12 M., for the
Side-wheel steamer Davenport, (ferry-boat) registered 159 tons.
Stern-wheel steamer Convoy, No. 2, registered 111 tons.
Which can be seen at LITTLE-ROCK, ARK., until the day of sale.

AT VICKSBURGH, MISS., UNTIL FRIDAY, SEPT. 15, 12 M., for
Screw-tug Belle Darlington, registered 84 tons.
One (1) wharf-boat, 796 tons.
One (1) wharf-boat, 787 tons.
Model barges Porter Rhodes and George B. McClane.
Nine (9) gunwale-barges.
Forty (40) coal-boats.
One (1) yawl and one (1) floating-dock.
All of which can be seen at VICKSBURGH, MISS., until the day of sale.

AT NATCHEZ, MISS., UNTIL MONDAY, SEPT. 18, 12 M., for
One wharf-boat, 700 tons.
Model barge Mollie.
Five (5) gunwale-barges.
Three (3) coal-boats.
All of which can be seen at NATCHEZ, MISS., until the day of sale.

AT NEW-ORLEANS, LA., UNTIL WEDNESDAY, OCT. 4, 12 M., for the
Model barge Mulligan, and one (1) coal-boat.
Which can be seen at PORT HUDSON, LA., until the day of sale.
For the wharf-boat Natchez, 700 tons, and two (2) coal-boats.
Which can be seen at BATON ROUGE, LA., until the day of sale.

ALSO, for the
Side-wheel steamer Colonel Holcomb, (building,) registered 220 tons.
Side-wheel steamer Illinois, registered 600 tons.
Side-wheel steamer W. B. Savory, registered 62 tons
Side-wheel steamer J. M. Brown, registered 339 tons.
Side-wheel steamer A. G. Brown, registered 229 tons.
Side-wheel steamer Ohio Belle, registered 300 tons.
Side-wheel steamer Mustang, registered 178 tons.
Side-wheel steamer Saint Charles, registered 557 tons.
Side-wheel steamer Diana, registered 780 tons.
Side-wheel steamer E. H. Fairchilds, registered 651 tons.
Side-wheel steamer B. J. Adams, registered 687 tons.
Side-wheel steamer Switzerland, registered 519 tons.
Stern-wheel steamer Ida May, registered 260 tons.
Stern-wheel steamer Iowa, registered 482 tons.
Stern-wheel steamer Altamont, registered 392 tons.
Stern-wheel steamer Dick Fulton, No. 2, registered 118 tons.
Stern-wheel steamer Colonel Benedict, registered 181 tons.
Stern-wheel steamer Colonel Chandler, registered 20 tons.
Stern-wheel steamer Cornie, registered — tons.
Stern-wheel steamer Lizzie Davis, registered — tons.
Stern-wheel steamer Col. Chapin, registered — tons.
Screw tug Leviathan, registered 324 tons.
Screw tug Binnie Banks, registered 32 tons.
Screw tug Baltic, registered 113 tons.
Screw tug Capt. Pitkins, (now building.)
Screw tug (no name and now building.)
Screw tug George E. Tyler, registered 116 tons.
Screw tug America, registered 418 tons.
Screw tug Hancox, registered 150 tons.
Screw tug Admiral, registered 163 tons.
Screw tug Gladiator, registered 171 tons.
Centre-wheel steamer Kepper, registered 81 tons.
Centre-wheel steamer Gen. Ransom, registered 104 tons.
Centre-wheel steamer Col. Colburn, registered 91 tons.
Model barges Nos. 10, 11 and Abbey.
Canal-boat Rosalie.
Ten (10) gunwale barges.
Twenty-four (24) pontoon-boats.
Four (4) yawl-boats, one (1) sail-boat, one (1) metallic-boat, five (5) skiffs, and one (1) set of ways.
All of which can be seen at NEW-ORLEANS, La., until the day of sale.

AT MOBILE, ALA., UNTIL THURSDAY, OCT. 12, 12 M., FOR THE
Side-wheel steamer Laurel Hill, registered 783 tons.
Side-wheel steamer Warrior, registered 466 tons.
Side-wheel steamer James Battle, registered 621 tons.
Side-wheel steamer Ariel, registered 302 tons.
Side-wheel steamer N. W. Thomas, registered 511 tons.
Side-wheel steamer Starlight, registered 351 tons.
Side-wheel steamer Iberville, registered 505 tons.
Side-wheel steamer J. D. Swain, registered 227 tons.
Stern-wheel steamer Jennie Rogers, registered 346 tons.
Stern-wheel steamer R. B. Hamilton, (sunk,) registered 199 tons.
Screw tug Perry, registered 154 tons.
Screw tug Alph Cutting, registered 95 tons.
Screw tug Blossom, registered 54 tons.
Model barge Ford; canal-boat GoldenEra; canal-boat (no name); forty (40) pontoon barges; thirty (30) yawl-boats, and three (3) sectional docks.
All of which can be seen at MOBILE, ALA., until the day of sale.

Persons making proposals for more than one boat or barge, should give the name or number of each boat or barge bid for, with price proposed to be given for each.

Each envelope containing a bid should be sealed, and the name of the boat or barge, or description of the property, indorsed thereon, and addressed to Brig.-Gen. L. B. Parsons, Chief of Rail and River Transportation, in care of the officer in charge of river transportation at the point designated for opening bids.

The government reserves the right to withdraw any of the above property, and to reject proposals if deemed too low.

Payments to be made in United States currency, upon the acceptance of any proposal, and prior to the delivery of the property.

A full description of the property may be obtained on application to Col. ARTHUR EDWARDS, Assistant Quartermaster, St. Louis, Mo.

By order of the Quartermaster-General:

LEWIS B. PARSONS,
Brigadier-General and Chief of Rail and River Transportation.

PROPOSALS.

LARGE GOVERNMENT SALE
OF
STEAMBOATS, BARGES, AND SHIP-YARD.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., July 29, 1865.

Sealed proposals are invited and will be received at the office of the Quartermaster-General (Bureau of Rail and River Transportation), at Washington, D. C., until the FIRST DAY OF SEPTEMBER NEXT, at 12 o'clock M., for the purchase of the following named steamboats, barges and other property:

Side-wheel steamer Chickamauga, registered tonnage, 207 tons.
Side-wheel steamer Grant, registered tonnage, 190 tons.
Side-wheel steamer Burnside, registered tonnage, 204 tons.
Side-wheel steamer Thomas, registered tonnage, 140 tons.
Side-wheel steamer Sherman, registered tonnage, 140 tons.
Side-wheel steamer Wauhatchie, registered tonnage, 89 tons.
Side-wheel steamer Knoxville, registered tonnage, 88 tons.
Side-wheel steamer Dunbar, (wreck,) registered tonnage, — tons.
Stern-wheel steamer Kingston, registered tonnage, 98 tons.
Stern-wheel steamer Kenesaw, registered tonnage, 166 tons.
Stern-wheel steamer Bridgeport, registered tonnage, 184 tons.
Stern-wheel steamer Holston, registered tonnage, 86 tons.
Stern-wheel steamer Missionary, registered tonnage, 119 tons.
Stern-wheel steamer Chattanooga, registered tonnage, 89 tons.
Stern-wheel steamer Atlanta, registered tonnage, 221 tons.
Side-wheel steamer Resaca, registered tonnage, 182 tons.
Side-wheel steamer Lookout, registered tonnage, 173 tons.
Side-wheel steamer Stone River, registered tonnage, 214 tons.
Side-wheel steamer Clinch, registered tonnage, — tons.
Also, seven (7) gunwale barges.
One row-boat, and one model barge.

All of which can be seen at Chattanooga, Tenn., at any time prior to the day of sale.

Also, for the buildings, ways, stationary machinery and appurtenances in the United States ship-building yard at Chattanooga.

A full description of which can be seen at the offices of the Quartermasters of Transportation at Cincinnati, Louisville, Nashville, St. Louis and Chattanooga.

Proposals are invited for each boat or barge separately; the name of the boat or description of the barge to be designated in the proposal.

A full description of the property may be obtained on application to Brevet Col. Arthur Edwards, A. Q. M., St. Louis, Mo.

Each envelope containing a bid should be sealed and indorsed "Proposals for steamers barges, and other property at Chattanooga," "Bureau of Rail and River Transportation," and addressed to the Quartermaster-General, U. S. A., Washington, D. C.

Payment to be made in United States currency upon the acceptance of any proposal, and prior to the delivery of the property.

The Government reserves the right to withdraw any of the above property, and to reject proposals if deemed too low.

By order of the Quartermaster-General.

LEWIS B. PARSONS,
Brigadier-General and Chief of Rail and River Transportation.

UNITED STATES MILITARY RAILROADS.

OFFICE OF ASSISTANT QUARTERMASTER,
WASHINGTON, D. C., July 25, 1865.

AUCTION SALE OF ROLLING STOCK.

Will be sold at public auction, to the highest bidder, the following rolling stock:

On TUESDAY, Sept. 19, at the Portland Company's shop, in Portland, Maine, six (6) locomotive engines.

On THURSDAY, Sept. 21, at Hinkly & Williams' shop, in Boston, Mass., four (4) locomotive engines.

On MONDAY, Sept. 25, at Kennett-square, near Philadelphia, Penn., fifty (50) box freight cars, four feet eight and a half-inch gauge.

On WEDNESDAY, Sept. 27, at Wilmington, Del., eighty-four (84) box freight cars, five-foot gauge.

The above stock is all new and of the very best quality. The engines are five-foot gauge, five-foot drivers, and cylinders 16x24 inches. They can be changed to narrow gauge at a trifling expense.

Sales to commence at 10 A. M.
Terms cash, in government funds.

H. L. ROBINSON,
Brevet Colonel and A. Q. M.

CROTON AQUEDUCT DEPARTMENT.

TO IRON-FOUNDERS.

Sealed proposals will be received at this office (Rotunda, City Hall Park,) until 11 o'clock A. M. of FRIDAY, Aug. 25, for the supply of CAST-IRON WATER-PIPE of the following dimensions, viz.:

For 379 straight pipes, each 12 feet 5 inches long, of 6 feet internal diameter; 80 straight pipes, each 6 feet 5 inches long, of 6 feet internal diameter. In all, 2,675 tons (of 2,240 pounds each) of pipe of 6 feet internal diameter.

Also for 7,300 lineal feet straight pipe of 20 inches internal diameter.

Also for 5,200 lineal feet straight pipe of 12 inches internal diameter.

18,000 lineal feet straight pipe of 6 inches internal diameter.

3,000 lineal feet straight pipe of 4 inches internal diameter.

32 tons of branch-pipes and other special castings.

Separate proposals will be received for the whole of the six-feet pipe, or the whole of the twenty-inch pipe, or for all the other pipe and special castings. Each proposal must be indorsed with the title of the supply to which it relates, the name of the bidder and the date of its offering. Forms for the bids and all necessary information can be obtained at this office.

THOMAS STEPHENS,
ROBERT L. DARRAGH,
A. W. CRAVEN,
Croton Aqueduct Board.

OFFICE CROTON AQUEDUCT DEPARTMENT, Aug. 14, 1865.

CROTON AQUEDUCT DEPARTMENT,
NEW-YORK, Aug. 3, 1865.

TO CONTRACTORS.—SEPARATE SEALED proposals will be received at this office until eleven o'clock A. M. of Tuesday, August fifteen, 1865, for the construction of the following street improvements viz: sewers, in Bleecker-street, between Perry and Hammond-streets; in Fifty-fourth-street, from Sixth-avenue to a point four hundred and fifty feet east; in Fifty-fifth-street, from Sixth-avenue to a point five hundred and twenty-feet east; in Forty-fifth-street, between Fifth and Sixth-avenues; in Hanover-square and Pearl-streets, between Wall-street and Old Slip, and in Sixty-first-street, from a point five hundred feet east of Tenth-avenue to and through Tenth-avenue to Fifty-ninth-street; and Stone Block Pavements in Seventy-first-street, between Third and Fourth-avenues; in Twentieth-street, between Third and Fourth-avenues; in Fifty-second street, between Seventh and Eighth-avenues; in Forty-sixth-street, between Lexington and Fourth-avenues; and in Twenty-sixth-street, between Madison and Lexington-avenues. Each proposal must be indorsed on its envelope with the title of the work for which it is offered, also with name of bidder, and the date of offering.

Blank forms and specifications can be had on application to the contract clerk at this office (Rotunda City Hall Park.)

THOMAS STEPHENS, ROBERT L. DARRAGH, A. W. CRAVEN, Croton Aqueduct Board.

WAR DEPARTMENT, OFFICE OF DIRECTOR AND GENERAL MANAGER OF MILITARY RAILROADS, U.S.
WASHINGTON, D. C., July 31, 1865.

FOR SALE—CHATTANOOGA ROLLING MILL. Proposals will be received at this office until 12 o'clock noon, on WEDNESDAY, Sept. 13, 1865, to purchase the United States Military Railroad Rolling Mill at Chattanooga, Tenn., with the machinery, tools, buildings, fixtures, and track connecting the rolling mill with the Nashville and Chattanooga Railroad.

The mill and machinery constructed to reroll railroad iron are entirely new, and of the most improved character.

For full description and details of operation, capacity, &c., apply in person or by letter, to T. W. YARDLEY, Superintendent, Chattanooga, Tenn.

All bids should be indorsed "Proposals to purchase Chattanooga Rolling Mill."

D. C. McCALLUM, Brevet Maj.-Gen.
Director and General Manager Military Railroads, U.S.

ASSISTANT QUARTERMASTER'S OFFICE,
FORAGE DEPARTMENT, CORNER WHITEHALL AND BRIDGE STS., NEW-YORK, June 2, 1865.

THIS DEPARTMENT IS PREPARED to receive written proposals for the delivery of corn, oats, hay and straw, in this city and Philadelphia, Penn. Bids should state the quantity, description or kind, price, place and time of delivery, &c.

Payments to be made on delivery, or as soon thereafter as the office may be in funds.

S. D. BURCHARD, Capt. and A. Q. M.

PUBLIC NOTICES.

UNITED STATES INTERNAL REVENUE.

FIFTH COLLECTION DISTRICT, STATE OF NEW-YORK.
VIIth, Xth, XIIIth, and XIVth Wards of the City of New-York.

Pursuant to the provisions of an act entitled, "An act to provide Internal Revenue to support the government, and to pay interest on the public debt, and for other purposes," approved June 30, 1864, as amended by the "Act of March 3, 1865," notice is hereby given to all persons liable to pay duties and taxes, under said act, in the Fifth Collection District of the State of New-York, that the Collector of said district has received from the Assessor thereof, his annual collection list for the year ending April 30, 1866; that the duties and taxes assessed by said Assessor have become due and payable; that the said Collector will attend to receive the same at his office, No. 561 Broadway, in the City of New-York, daily, (Sundays excepted,) from the 21st day of August, A. D. 1865, until the 11th day of September, A. D. 1865, between the hours of 9 o'clock A. M. and 4 o'clock P. M.

Dated NEW-YORK, Aug. 10, 1865.

JOSEPH HOXIE,
Collector of Fifth District, State of New-York.

N. B.—Said duties and taxes may be paid at any time before the period above mentioned.

UNITED STATES INTERNAL REVENUE, SEVENTH COLLECTION DISTRICT, STATE OF NEW-YORK, (XIth and XVIIth Wards of the City of New-York.)—Notice is hereby given, in pursuance of section 23 of "An Act to provide internal revenue to support the government, to pay interest on the public debt, and for other purposes," approved June 30, 1864, and amended by the act of March 3, 1865, that the annual list of valuations and enumerations of property subject to tax under said acts on the first day of May, 1865, has been returned to me by the Assessor of this district, that the duties and taxes thereon have become due and payable, and that I will attend for the collection of the same at my office, No. 27 Bible House, Astor-place, in the City of New-York, on and after the EIGHTEENTH DAY of AUGUST, 1865, until the THIRTY-FIRST DAY of AUGUST, 1865, inclusive, between the hours of 9 o'clock A. M. and 4 o'clock P. M., each day. The assessments on said list include the taxes on incomes and licenses, and payments may be made at any time before said period.—Dated NEW-YORK, Aug. 7, 1865.

MARSHAL B. BLAKE,
Collector Seventh District, New-York.

COUNTY CLERK'S OFFICE, Aug. 14, 1865.

PUBLIC NOTICE IS HEREBY GIVEN that on the 23d day of August, 1865, I shall proceed to draw Jurors for the following court, to be held in and for the City of New-York, on the 4th day of September, 1865:

A panel of 36 Grand Jurors for a Court of General Sessions.

A panel of 150 Petit Jurors for a Court of General Sessions.

W. C. CONNER, Clerk.

COPARTNERSHIP NOTICES.

DISSOLUTION.—THE FIRM OF THOMAS RICHARDSON & CO., is dissolved by the death of Mr. THOMAS RICHARDSON. The business will be liquidated by us, the surviving partners.

SAMUEL NIMMONS,
M. G. HAUGHTON.

COPARTNERSHIP.—The business will be continued as heretofore, under the firm of NIMMONS & HAUGHTON.

SAMUEL NIMMONS,
M. G. HAUGHTON.

NEW-YORK, August 1, 1865.

NEW-YORK, Aug. 9, 1865.

WILLIAM D. BLACK AND ELBERT B. MONROE were admitted as partners in our firm on the 1st day of March last.

BAR'L BLACK & CO.

AUCTION SALES.

GREAT SALE OF GOVERNMENT HORSES AND MULES.

25,000 ANIMALS TO BE SOLD DURING THE MONTH OF AUGUST,

In the States of New-York, Pennsylvania, Ohio, Indiana, Delaware, Maryland, and New-Jersey, and the District of Columbia.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., July 24, 1865.

Will be sold at public auction, to the highest bidder, at the time and places named below, viz:

NEW-YORK.
New-York City, Tuesday and Friday of each week, 200 Horses each day.
New-York City, Wednesday of each week, 200 Mules each day.
Elmira, Tuesday, August 8, 200 Horses.
Elmira, Tuesday, August 15, 500 Mules.
Albany, Friday, August 25, 500 Mules.
Buffalo, Wednesday, August 30, 500 Mules.

PENNSYLVANIA.
Philadelphia, Thursday of each week, 200 Horses each day.
Philadelphia, Wednesday and Saturday of each week, 100 Mules each day.
Pittsburgh, Thursday of each week, 150 Mules each day.
Pottsville, Tuesday, August 1, 200 Mules.
Mifflintown, Friday, August 4, 200 Mules.
York, Friday, August 4, 200 Horses.
Newville, Wednesday, August 9, 100 Horses.
Newville, Thursday, August 10, 100 Mules.
Reading, Friday, August 11, 200 Horses.
Shippensburgh, Wednesday, August 16, 100 Horses.
Erie, Thursday, August 17, 200 Horses.
Shippensburgh, Thursday, August 17, 100 Mules.
Williamsport, Friday, August 18, 200 Horses.
Indiana, Monday, August 21, 200 Horses.
Chambersburgh, Wednesday, August 23, 100 Horses.
Chambersburgh, Thursday, August 24, 100 Mules.
Milton, Friday, August 25, 200 Horses.
Carlisle, Wednesday, August 30, 100 Horses.
Carlisle, Thursday, August 31, 100 Mules.

OHIO.
Columbiana, Tuesday, August 1, 100 Horses.
Salem, Wednesday, August 2, 100 Horses.
Alliance, Thursday, August 3, 200 Horses.
Canton, Saturday, August 5, 200 Horses.
Cleveland, Tuesday, August 8, 1,000 Mules.
Massillon, Tuesday, August 15, 200 Horses.
Crestline, Thursday, August 17, 500 Mules.
Cleveland, Monday, August 21, 200 Horses.

INDIANA.
Fort Wayne, Thursday, August 24, 1,000 Mules.

DELAWARE.
Wilmington, Tuesday of each week, 200 Mules each day.
Wilmington, Friday of each week, 200 Mules each day

NEW-JERSEY.
Trenton, Thursday, August 10, 200 Mules.
Trenton, Thursday, August 24, 200 Mules.

MARYLAND.
Baltimore, Wednesday, August 9, and Wednesday of each week thereafter, 200 Horses each day.

WASHINGTON, D. C.
Each week-day, 200 Mules.

GIESBORO, D. C.
Each week-day except Wednesday, 200 Horses.

An opportunity to purchase a superior class of saddle and draft animals, at far less than their true value, is now offered to the public.

Though the majority of them are sound and serviceable, they are no longer required in the army, and must be sold.

Many of the mules were bought in the beginning of the war, when young, accompanied the armies in all their marches and camps, and are thoroughly broken, hardened by exercise, gentle and familiar, from being so long surrounded by the soldiers.

Animals will be sold singly.
Sales to commence at 10 A. M.
Terms—Cash, in United States currency.

JAMES A. EKIN,
Brevet Brigadier-General, in charge
1st Division, Q. M. G. O.

LARGE SALE OF GOVERNMENT CARS, ENGINES, AND RAILROAD IRON.

UNITED STATES MILITARY RAILROADS,
OFFICE OF ASSISTANT QUARTERMASTER,
WASHINGTON, D. C., Aug. 11, 1865.

Will be sold at CITY POINT, Va., on WEDNESDAY, Oct. 11, at 11 o'clock A. M., about four thousand (4,000) tons Railroad Iron.

At PORTSMOUTH, Va., on FRIDAY, Oct. 13, at 12 M.:
Five (5) first-class Locomotive Engines.
About fifty (50) Freight Cars and one (1) Passenger Car.

At NORFOLK, Va., Oct. 13, at 5 P. M.:
One new Locomotive Engine, 5 foot gauge.

At ALEXANDRIA, Va., on TUESDAY, Oct. 17:
Fifty (50) first-class Locomotive Engines, 4 feet 8½ inch gauge.
Eighteen (18) new Platform Cars, 5 foot gauge.
Twenty-five (25) new Box Cars, five (5) foot gauge.
About three hundred and fifty (350) Box Cars, 4 feet 8½ inch gauge.
About two hundred and thirty (230) Platform Cars, 4 feet 8½ inch gauge.
About thirty (30) Stock Cars, 4 feet 8½ inch gauge.
Twenty (20) Passenger Cars, 4 feet 8½ inch gauge.
One (1) Wrecking Car, 4 feet 8½ inch gauge.
Two (2) new Trucks.
Sixty (60) new Trucks, framed.
Fourteen (14) Flats, framed.
About two thousand (2,000) tons Railroad Iron.

Sales to commence at ALEXANDRIA at 10 A. M., and to continue from day to day until all are sold.

Terms: Cash, in Government funds.

H. L. ROBINSON,
Brevet Col. and A. Q. M., U. S. Military Railroads.

CHIEF QUARTERMASTER'S OFFICE,
DEPOT OF WASHINGTON,
WASHINGTON, D. C., Aug. 5, 1865.

SALE OF GOVERNMENT WAGONS, AMBULANCES, SPRING WAGONS, &c.—Will be sold at public auction, under the direction of Brevet Col. C. H. Tompkins, A. Q. M., U. S. A., at a point near the Ambulance Park, on "N," between 17th and 18th sts., Washington, D. C., on FRIDAY, Aug. 18, 1865, at 10 o'clock A. M.:

407 two-horse ambulances,
6 four-horse ambulances,
24 two-horse spring wagons,
2 two-horse transport carts,
3 hacks,
1 sulky,

which have been used in government service.

ALSO,

will be sold at a point north of the Railroad Park, corner of 1st-st. east and "N" st. north, immediately after the completion of the sale of the ambulances, &c., above referred to:

160 two-horse wagons,
103 four-horse wagons,
10 sets four-horse running gear.

The ambulances and wagons will be sold singly to the highest bidder, and the sale will be continued from day to day until the whole number is sold.

Successful bidders will be required to remove their purchases within five (5) days from date of sale.

Terms—Cash in government funds.

D. H. RUCKER,
Brevet Major-Gen. and Chief Quartermaster,
Depot of Washington.

J. E. HALSEY & CO., Auctioneers, No. 55 Beekman-st.

ASSIGNEE'S SALE—CLOTHS, CLOAKS AND MANTILLAS.

We will sell, on WEDNESDAY, Aug. 16th, at 10½ o'clock, at our sales rooms, No. 55 BEEKMAN-ST., the entire balance of stock of

GEORGE BRODIE,

not received in time for former sale, comprising 20 pieces cloths and Union cassimeres, cloaks, mantillas, berthas, mantles, fringes, velvets, and trimmings generally. By order of MAJOR THOMPSON, Assignee.

Also, on the same catalogue,
Linen damask table cloths, 400, assorted sizes.
— Pieces table linen, all in good order.
Catalogues ready early morning of sale.

B. A. CHILTON, Auctioneer.

UNITED STATES GOVERNMENT SALE OF WHISKY AT AUCTION.

Will be sold at public auction, on FRIDAY, Aug. 18, at 12 o'clock M., at No. 2 Bridge-st., near State-st.,
161 BARRELS RECTIFIED WHISKY,
25 BARRELS BOURBON WHISKY.

Samples at my office, No. 45 Nassau-st., and at No. 2 Bridge-st.

Sale positive. Terms, cash. By order

Col. H. F. CLARKE,
A. C. G. S., United States Army.

SALE OF GOVERNMENT WAGONS.

MEDICAL PURVEYOR'S OFFICE,
WASHINGTON, D. C. Aug. 7, 1865.

Will be sold at PUBLIC AUCTION in this city, at Warehouse on G-st., above 21st-st., on FRIDAY, the 18th day of August, at 10 o'clock A. M.:

FIFTY-TWO MEDICINE WAGONS,

which have been used in the government service.

Successful bidders will be required to remove their purchases within five (5) days from sale.

Terms—Cash in government funds.

C. SUTHERLAND,
Surgeon U. S. A. and Medical Purveyor.

ASSISTANT QUARTERMASTER'S OFFICE,
FORAGE DEP., COR. WHITEHALL AND BRIDGE-STS.,
NEW-YORK CITY, ———, 1865.

SALE OF LUMBER.

Will be sold at public auction on TUESDAY the 15th inst., at 12 o'clock M. at Elizabethport, N. J., about eight thousand feet of lumber, lately used as a government hay shed. Terms—Cash, in government funds. The lumber to be removed immediately after the sale.

S. D. BURCHARD, Capt. and A. Q. M.

ASSISTANT QUARTERMASTER'S OFFICE,
FORAGE DEP., COR. WHITEHALL AND BRIDGE STS.,
NEW-YORK CITY, ———, 1865.

SALE OF HAY PRESSES, &C.

Will be sold at public auction, on SATURDAY, the 19th inst., at 12 o'clock M., at Pier No. 82 North River, six hay presses and fixtures, no longer required by the government.

Terms, cash in government funds.

The property to be removed within three days after sale.

S. D. BURCHARD, Capt. and A. Q. M.

EDWARD SCHENCK, Auct'r—Salesroom, 60 Liberty-st.

FURNITURE OF WASHINGTON ENGINE CO. NO. 20.

By EDWARD SCHENCK, on THIS DAY, 15th inst., at 11 o'clock A. M., at the Engine-house No. 100 Cedar-st., the furniture of the above company, viz.: black walnut parlor suites, centre tables, elegant French plate mirrors, elegant curtains, Brussels carpets, superb colored engravings, books, clocks, cooking utensils, tables, &c., &c.

ASSISTANT QUARTERMASTER'S OFFICE,
No. 19 State-st., NEW-YORK CITY, Aug. 15, 1865.

BY ORDER OF THE GENERAL COMMANDING the Department, I shall sell at public auction, at the Battery Storehouse, at 12 o'clock M., on FRIDAY, the 19th inst., a quantity of condemned Quartermasters' property, viz.: Cauldron furnace ranges, stoves, parts of do. smoke-pipe, anvils, vices, old iron, tinware, cooking utensils, paint-cans, hydropults, hose, benches, tables, &c., &c., &c.

Terms cash on weighing and delivery. Further information in regard to the property can be obtained on application to WILLIAM H. VAN VLIET, Esq., at the Storehouse, or to the undersigned.

R. C. MORGAN, Capt. and A. Q. M.

THOMAS REILLY, Auctioneer—Office No. 373 9th-av.,

WILL SELL ON WEDNESDAY, AUG. 16, at 10 o'clock A. M., corner 8th-av. and 48th-st., the contents of the house of Hook and Ladder Company No. 8, consisting of three sets of black walnut furniture, covered in green plush; 102 yards Brussels carpet, fancy spittoons, pictures, three sets window curtains, three shades, writing desk, centre tables, ten bedsteads and bedding, matting, oil-cloth, stair-matting, looking-glasses, clock, bookcase, and a large number of other articles too numerous to mention.

By order of the committee.

CORPORATION SALE OF PERSONAL property on MONDAY, Aug. 21, 1865, at 11 o'clock A. M. Will be sold at public auction, on the premises: The BUILDING ON THE BATTERY, formerly used by the County Volunteer Committee.

Also, at 12 o'clock,
in front of the Comptroller's office, City Hall Park,
FOUR IRON SAFES.

By order of
MATTHEW T. BRENNAN, Comptroller.

T. R. MINTURN, Auctioneer.

THIS DAY, TUESDAY, AUG. 15, AT 11½ o'clock, on pier No. 23 East River,

FRESH SICILY LEMONS.

2,250 boxes fresh Sicily lemons. Cargo brig Volunteer, from Palermo.

AUCTION SALES.

LARGE SALE OF GOVERNMENT RAILROAD ENGINES AND CARS.

UNITED STATES MILITARY RAILROADS,
OFFICE OF ASSISTANT QUARTERMASTER,
WASHINGTON, D. C., Aug. 11, 1865.

Will be sold at MANCHESTER, opposite Richmond, Va., on TUESDAY, Oct. 3:

Twenty-five (25) new first-class Locomtive Engines, five (5) foot guage, five (5) foot drivers, cylinders 16x24 inches; capacity of tank, 1,800 gallons.
Five (5) first-class Locomotives, 4 feet 8½ inches guage.
Two hundred and sixty-five (265) new Box Freight Cars, five (5) foot guage.
Fifteen (15) new Platform Cars, five (5) foot guage.
Ten (10) Freight Cars, 4 feet 8½ inches guage.

The sale to continue from day to day until all are sold.
Sale to commence at 10 o'clock.
Terms: Cash, in Government funds.

H. L. ROBINSON,
Brev. Col. and A. Q. M.

J. H. DRAPER, Auctioneer.

UNITED STATES COTTON SALE.

JOHN H. DRAPER & CO.

Will sell on WEDNESDAY, Aug. 23, 1865, at 1 o'clock, P. M., at the Exchange Sales Room, No. 111 Broadway, by order of Simeon Draper, United States Cotton agent, about

1,000 BALES NEW-ORLEANS AND NORTH CAROLINA COTTON.

The above cotton has been classed and sampled by G. W. Amory, and can be seen in bale at Atlantic Dock, Brooklyn, and at No. 15 State-st.

Samples can be seen at the office of the auctioneer, No. 36 Pine-st., two days before the sale.

GEORGE COOK, Auctioneer.
Salesroom No. 91 Liberty-street.

ELEGANT HOUSEHOLD FURNITURE.—Constantly on hand at private sale, parlor, chamber, library and dining-room suites, bookcases, sideboards, extension tables, lounges, easy chairs, &c.; also, every style of goods furnished to order, on the best terms.

DIVIDENDS.

OFFICE OF THE ERIE RAILWAY COMPANY,
No. 187 WEST-ST., NEW-YORK, July 26, 1865.

DIVIDEND.—THE DIRECTORS OF THIS COMPANY have declared a Semi-annual Dividend from the earnings of the road for six months ending June 30, of THREE AND ONE HALF PER CENT. on the Preferred Stock.

Also, a Semi-annual Dividend of FOUR PER CENT. on the Common Capital Stock.

Both payable, less the government tax, on MONDAY, the 21st day of August next, at the Treasurer's Office, Erie-place, to the registered holders of stock at the closing of the books.

The transfer books of both classes of stock will be closed on the afternoon of Saturday the 5th, and be reopened on Wednesday, the 23d of August.

HORATIO N. OTIS, Secretary.

OFFICE OF THE SECURITY INSURANCE CO.,
No. 119 BROADWAY, NEW-YORK, Aug. 14, 1865.

DIVIDEND.—THE DIRECTORS HAVE THIS day declared the following Dividends, out of the profits of the past year, viz.:

1. A Cash Dividend of Seven (7) per Cent. on the capital stock, payable to stockholders on demand.

2. A Scrip Dividend of Forty (40) per Cent. on the earned participating premiums of the past fiscal year, (said earned participating premiums being $218,000;) the scrip certificates to be ready for delivery on and after Oct. 1.

3. An Interest Dividend of Six (6) per Cent. on outstanding scrip, payable on and after Oct. 1, all free of government tax. By order.

R. L. HAYDOCK, Secretary.

OFFICE OF THE CHICAGO AND ALTON RAILROAD CO.,
CHICAGO, Aug. 5, 1865.

DIVIDEND NOTICE.—THE BOARD OF DIRECTORS of the Chicago and Alton Railroad Company have this day declared a dividend of Three and One-half per cent. free of government tax, out of the earnings for the last six months, upon the preferred and common stock of the company, payable at the office of Messrs. M. K. Jesup & Co., No. 59 Exchange-place, in the City of New-York, on the first day of September next, to the holders of said stock who may be registered as such at the close of business hours on the 21st inst., at which time the transfer books will be closed, and reopened on the 2d of September next for transfers.

WM. M. LARRABEE, Secretary.

THE OSWEGO AND SYRACUSE RAILROAD COMPANY will pay its twenty-fourth Semi-annual Dividend of Four Per Cent., free from the government tax, on the 21st day of August inst. New-York stockholders will be paid by Henry A. Oakley, Esq., Transfer Agent, at the office of the Howard Insurance Company. Albany and Troy stockholders at the New-York State National Bank. Utica stockholders at the Oneida National Bank. Syracuse stockholders at the Syracuse National Bank. All others at the Lake Ontario National Bank, Oswego.

Dividends not called for within thirty days will be paid at the Treasurer's office, Oswego, only.

L. WRIGHT, Treasurer.

OSWEGO, Aug. 3, 1865.

NAUGATUCK RAILROAD COMPANY,
TREASURER'S OFFICE,
BRIDGEPORT, Conn., Aug. 9, 1865.

TWENTIETH DIVIDEND.—THE DIRECTORS of the Naugatuck Railroad Company have declared a half yearly Dividend of Five per cent. free from government tax, payable 15th instant.

The transfer books will be closed from the 10th to the 16th instant, both days inclusive.

H. NICHOLS, Treasurer.

OFFICE OF THE DELAWARE AND HUDSON CANAL CO.,
NEW-YORK, July 15, 1865.

THE BOARD OF MANAGERS OF THIS COMPANY, have declared a semi-annual DIVIDEND OF TEN PER CENT, out of the profits of the Company, payable on and after the 1st day of August next, at the office of the Company, No. 7 Nassau-st.

The transfer books will be closed from the 17th to the 29th day of July, both days inclusive.

By order of the Board,
ISAAC N. SEYMOUR, Treasurer.

OFFICE GREENWICH INSURANCE COMPANY,
NEW-YORK, Aug. 8, 1865.

THE BOARD OF DIRECTORS HAVE this day declared a dividend of Seven per cent., free from government tax, payable to the stockholders at their office, No. 400 Hudson-st., on and after the 15th inst. The transfer books will be closed until that date.

JAMES HARRISON, Secretary.

OFFICE MARIETTA AND CINCINNATI RAILROAD CO.,
CHILLICOTHE, O., Aug. 10, 1865.

DIVIDENDS OF THREE PER CENT. will be paid in stock on the first and second preference stock of this company, on and after this date, at the office of "The Farmers' Loan and Trust Company," transfer agents in New-York, and at this office, payable to stockholders of the 1st of July.

WM. E. WATSON, Secretary.

THE UNITED STATES PETROLEUM COMPANY have declared a quarterly dividend of Ten Per Cent., payable on and after MONDAY, Aug. 21. Transfer books will close on TUESDAY, the 15th, and reopen on WEDNESDAY, the 23d inst. By order.

P. G. FENNING, Secretary.

No. 47 EXCHANGE-PLACE, NEW-YORK, Aug. 11, 1865.

THE NEW-YORK AND NEVADA GOLD AND SILVER MILL AND MINING COMPANY will pay their SIXTH Quarterly Dividend of FIVE PER CENT. in GOLD, at the office of GEORGE A. FREEMAN and JOHN J. OSBORN, No. 30 Pine-st., on and after the 1st of September next. Transfer books will be closed until the 2d proximo.

JOHN J. OSBORN, Treasurer.

NEW-YORK, Aug. 14, 1865.

THE NEW-YORK AND WASHOE MINING COMPANY will pay their SECOND Quarterly Dividend of FIVE PER CENT, in GOLD, at the office of GEORGE A. FREEMAN and JOHN J. OSBORN, No. 30 Pine-st., on and after the 1st of September next. Transfer books will be closed until the 2d proximo.

JOHN J. OSBORN, Treasurer.

NEW-YORK, Aug. 14, 1865.

THE NEW-YORK AND REESE RIVER MINING COMPANY will pay their *Second Quarterly* Dividend of THREE PER CENT, in GOLD, at the office of GEORGE A. FREEMAN and JOHN J. OSBORN, No. 30 Pine-st., on and after the 1st of September next. Transfer Books will be closed until the 2d proximo.

JOHN J. OSBORN, Treasurer.

NEW-YORK, Aug. 14, 1865.

OFFICE OF EXCELSIOR FIRE INSURANCE CO.,
No. 130 BROADWAY, NEW-YORK, July 13, 1865.

THE BOARD OF DIRECTORS HAVE this day declared a Semi-annual Dividend of Five per Cent., payable on demand, free of government tax.

SAMUEL M. CRAFT, Secretary.

ORIENTAL BANK, NEW-YORK, Aug. 2, 1865.

DIVIDEND.—A DIVIDEND OF FIVE PER Cent., free from government tax, has this day been declared, payable on the 10th of August. The transfer books will remain closed until that date.

W. A. HALL, Cashier.

OFFICE OF THE NEW-YORK FIRE INSURANCE COMPANY, NEW-YORK, Aug. 7, 1865.

A DIVIDEND OF SIX PER CENT. AND government tax, has this day been declared, payable on demand at the office of the Company, No. 72 Wall-st.

AUGUSTUS COLSON, Jr., Secretary.

IRVING FIRE INSURANCE COMPANY,
NEW-YORK, Aug. 10, 1865.

DIVIDEND.—A DIVIDEND OF FIVE PER cent has been declared payable on demand.

MARTIN L. CROWELL, Secretary.

OCEAN NATIONAL BANK, NEW-YORK, Aug. 2, 1865.

THE BOARD OF DIRECTORS HAVE this day declared a Dividend of Four (4) per Cent., free of government tax, payable 10th inst.

J. S. HARTSHORNE, Assistant Cashier.

HOTELS.

SPOTSWOOD HOTEL,
RICHMOND, VA.

It having been reported that the Spotswood Hotel had been confiscated and closed, the proprietors deem it proper to assure the public that such is not the case. The house is open, as it has been from its opening day in September, 1860.

The house has been remodeled, renovated, refurnished and put in perfect order throughout, and the traveling public may rest assured of finding as comfortable accommodations with us as can be found in any first-class hotel North or South.

Our friends, patrons and the traveling public generally visiting Richmond, are cordially invited to make their home with us, and no pains will be spared to make them comfortable, as we are pledged to sustain the well-known reputation of the house.

CORKERY & MILLWARD, Proprietors.

AUGUST, 1865.

LANGHAM HOTEL, PORTLAND-PLACE.—This commodious hotel, the largest in London, is now open; it is situated on the most open and healthy site in the West End, with all modern improvements. Suites of apartments, salle à manger 100 by 40 feet, elegant ladies' room, a spacious sitting and writing room, etc. Within a short drive of all the railway termini. For terms to secure accommodation, address the manager.

C. SCHUMANN.

STORK HOTEL, LIVERPOOL—CONtains upward of 80 bedrooms, drawing-rooms, &c.; ladies' coffee-room; billiard and smoking-rooms; is happily situated in a quiet and retired position, yet in the neighborhood of the principal streets, within three minutes' walk from the railway station, and ten from the pier-head. Every comfort and attendance by Mr. and Mrs. BALLARD, (late Thomas,) with moderate charges.

DENTISTRY.

COLTON DENTAL ASSOCIATION ORIGINATED the use of Nitrous Oxide for extracting teeth, and have never had an accident with it. All who have experienced or witnessed its operations declare it to be the only reliable and perfectly safe mode for extracting teeth without pain. We use only gas that is made fresh every day and it never fails. Office 19 Cooper Institute.

1,000 TESTIMONIALS.—DR. VAN VLEEK, No. 175 6th-av., administers nitrous oxide gas, made fresh every day, and extracts teeth without pain, or no charge. Unusual inducements to those ordering teeth now.

INSTRUCTION.

THE RIVERDALE INSTITUTE,

A Collegiate School for young ladies, will commence its third year on the third MONDAY of September.

Address the Rector, Rev. WM. C. LEVERETT, M. A., Riverdale, on the Hudson.

Circulars may be had of Samuel D. Babcock, No. 3 Nassau-st., or of Henry F. Spaulding, No. 53 Park-place, New-York.

ROCKLAND FEMALE INSTITUTE, AT NYACK, ON THE HUDSON, N. Y.

The Fall Term of this Seminary for the thorough education of young ladies, will commence on THURSDAY, Sept. 21. For admission, or catalogues with full particulars, address L. D. & C. F. MANSFIELD, Principals.

COLUMBIA GRAMMAR SCHOOL.—NOS. 327 and 329 4th-av. Rev. Dr. GEORGE W. BACON, LL.B., Principal; Dr. RICHARD S. BACON, LL.B., Vice-Principal, with nine assistant instructors. Three departments—Classical, Commercial and Preparatory. All the advantages of the institution, including modern languages, gymnasium and military drill, are open to every pupil, without extra charge. Catalogues containing full particulars at the book-stores and School.

MADAME C. MEARS

will reopen her English and French Boarding and day school, No. 224 Madison-av., New-York, on WEDNESDAY, Sept. 20. Address by letter as above till Sept. 11, when Mme. C. M. will be at home.

MRS. OGDEN HOFFMAN'S

English and French Boarding and Day School for young ladies, No. 17 West 38th-st., New-York, will reopen on THURSDAY, Sept. 21. Address until Sept. 14, Lenox, Mass., after that date as above.

MRS. SYLVANUS REED'S

French and English Boarding and Day School for Young Ladies, No. 11 West 38th-st., will reopen on the 20th September. Address as above for circulars.

THE RUTGERS FEMALE INSTITUTE,

NOS. 487, 489, 491 FIFTH-AVENUE, NEW-YORK, will reopen WEDNESDAY, Sept. 20.

H. M. PIERCE, President.

MRS. JOHN LORD'S FAMILY SCHOOL

FOR YOUNG LADIES, IN STAMFORD, CONN., will reopen Sept. 15.

Circulars forwarded on application.

MISS BRACE'S ENGLISH AND FRENCH boarding and day school for young ladies, will reopen Sept. 13, 1865, at Nos. 38 and 40 Elm-st., New-Haven, Conn. For circulars, apply as above.

PROF. L. J. BOECK'S

SCHOOL OF ENGINEERS AND CHEMISTS, No. 161 5th-av., Corner 22d-st., New-York.

Pure and applied mathematics, civil engineering, architectural engineering, mechanical engineering, mining engineering, general and analytical, technical and agricultural chemistry, geology and metallurgy.

All modern languages taught and spoken.

A preparatory class connected with the institution.

Commencement first MONDAY in September.

For circulars and information, direct to Box No. 32 Station H, Yorkville, New-York.

MISS HAINES AND MADEMOISELLE de JANON

Respectfully inform their friends and the public that their English and French Boarding and Day School for young ladies and children, No. 10 Gramercy-park, will reopen on WEDNESDAY, Sept. 20. All letters addressed to No. 10 Gramercy-park will receive prompt attention.

THE ROUND-HILL SCHOOL, AT NORTHAMPTON, MASS.

AN ENGLISH AND CLASSICAL SCHOOL FOR BOYS, *in one of the most beautiful and healthful locations in the country.* Circulars, containing course of study, terms, &c., sent on application to either of the Principals. JOSIAH CLARKE, JAMES F. SPALDING.

MRS. LEVERETT'S

FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES, No. 32 West 18th-st., will reopen on WEDNESDAY, Sept. 20. Applications may be made personally or by letter to Mrs. LEVERETT, at the above address.

HUDSON RIVER INSTITUTE

Affords the very best advantages for a classical, scientific, commercial and musical education. French conversation, and Lewis' gymnastics for ladies, and military drill for gentlemen daily, without extra charge. A new gymnasium, costing $6,000; 18 instructors. Term opens Sept. 11. Rev. ALONZO FLACK, A. M., Principal, Claverack, Columbia County, N. Y.

MRS. MACAULAY'S

FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES, No. 253 Madison avenue, corner 40th-st., will reopen on WEDNESDAY, September 20th. Mrs. M. will be in town from Sept. 6. Until that time, address by letter as above.

MORRIS FEMALE INSTITUTE,

MORRISTOWN, N. J.

"Under Mr. HAZELTINE's superintendence, it is already taking high rank."—"*Irenæus,*" *N. Y. Observer, July 13, 1865.* C. G. HAZELTINE, Principal.

YOUNG LADIES' COLLEGIATE INSTITUTE,

WATERBURY, CONN.

A new building, with all the modern improvements; an ample corps of experienced teachers, and offers facilities equal to any in the country. For circular, address Rev. R. G. WILLIAMS.

MISS KENNEDY'S

French and English boarding and day school, for young ladies, No. 41 West 16th-st., New-York, will reopen on the 20th of September. Miss KENNEDY receives a very limited number of boarding pupils, who are under her own especial supervision, and have every facility for acquiring a thorough and accomplished education. For circulars, address as above.

YONKERS MILITARY INSTITUTE,

A boarding-school for Boys, 16 miles above New-York, on the Hudson. Get circulars of W. H. Arthur & Co., No. 39 Nassau-st., N. Y., or of BENJAMIN MASON, Yonkers, N. Y.

FLUSHING INSTITUTE,

Flushing, L. I.

Boarding-school for boys.

E. A. FAIRCHILD.

BROOKLYN HEIGHTS SEMINARY.

Nos. 86, 88, 90 Montague-st., Brooklyn.

This English and French boarding and day school for young ladies will reopen on MONDAY, September 18th. Address CHARLES E. WEST, LL. D.

GROVE HILL SEMINARY

Great Barrington, Mass. The next year will commence Sept. 12, 1865. For circulars, address Mrs. M. W. ALLEN, Principal.

THE FERRIS FEMALE INSTITUTE,

No. 135 Madison-av., corner 32d-st., Rev. ISAAC FERRIS, D. D., LL. D., President; Mrs. M. S. PARKS and Miss C. E. FERRIS, Principals, will reopen MONDAY, Sept. 18.

MR. E. A. GIBBENS' CLASSICAL AND MATHEMATICAL SCHOOL FOR BOYS will open Sept. 18, 1865, at No. 54 West 32d-st., corner of Broadway. Particular attention is paid by Mr. GIBBENS to preparation for College and the Scientific School. For references, circulars, &c., apply on the premises after Sept. 3, and previously by letter to Box No. 3,201 New-York Post-office. A few private pupils received.

YOUNG LADIES' INSTITUTE, MAPLEWOOD, Pittsfield, Mass., will commence its twenty-fifth academic year Sept. 21, 1865.

The excellence and permanence of its corps of instruction, its superior facilities for physical culture, and the beauty and salubrity of its location, are widely known. For circulars address Rev. C. V. SPEAR, Principal.

RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y.—The Forty-second Annual Session of this well-known School of Engineering and Natural Science will commence Sept. 13, 1865. The New Annual Register, giving full information, may be obtained at D. APPLETON'S book-store, New-York, or from Prof. CHARLES DROWNE, Director, Troy, N. Y.

ERASMUS HALL ACADEMY, FLATBUSH, L. I., will reopen Sept. 4. Large shaded playgrounds, and facilities for obtaining a thorough academic education, English and classical. Address E. T. MACK, Principal.

FLATBUSH, L. I., Aug. 7, 1865.

COTTAGE HILL SEMINARY FOR YOUNG LADIES, Poughkeepsie, N. Y. Rev. GEORGE T. RIDER, A. M., Rector. This very select and limited English and French school reopens on WEDNESDAY, Sept. 13. Circulars, with references, may be obtained at Appleton's, Broadway, or of the Rector, by post.

BALLSTON SPA ACADEMY, SARATOGA COUNTY, N. Y.—A select commercial and classical family boarding-school for boys. Expense, $50 per quarter. Pupils are taken into the family of the principal. Next term begins MONDAY, Sept. 11. Address Rev. JAMES GILMOUR, A. M.

WHITE PLAINS INSTITUTE—WHITE Plains, Westchester County, N. Y.—Rev. R. W. HARRIS, D. D., and R. CHANNING MOORE, Jr., A. M., Principals. The Fall term of this select boarding school for boys will commence on WEDNESDAY, Sept. 13, 1865. For circulars address either of the principals.

MISS OWEN RESPECTFULLY INFORMS her friends and the public that her English and French Boarding and Day School, for young ladies and children, Beekman Hill, No. 215 East 50th-st., will open on MONDAY, Sept. 11. All letters addressed as above will receive immediate attention.

BOARDING-SCHOOL IN FISHKILL—A very pleasant village, near the Hudson River. The Principal will call on persons who shall leave him their address at Clark & Maynard's, No. 5 Barclay-st., previously to Aug. 18. Rev. W. PECK.

MISS A. VAN WAGENEN'S BOARDING and day-school for young ladies, No. 8 East 37th-st., will reopen on WEDNESDAY, Sept. 20. Address as above until Sept 5, after which Miss V. W. will be in town.

MISS HAVENS WILL REOPEN HER French and English, Boarding Day School for Young Ladies, on MONDAY, Sept. 18, at No. 250 Madison-av. Letters directed to her residence will receive immediate attention. She will be at home after Sept. 7.

MRS. BLIGH'S ENGLISH AND FRENCH boarding and day-school for young ladies, No. 48 West 17th-st., will reopen on the 21st of September. Address as above, or to Box No. 848 Post-Office, Newport, R. I.

NO. 174 WEST THIRTY-SEVENTH-ST. —The Misses PALACHE will reopen their French and English boarding and day school on MONDAY, 11th September.

125TH-ST. AND 5TH-AV.—COLONNADE House will open Sept. 19. Professors of eminence employed in the various departments. Stages sent for the young ladies.

GARDNER INSTITUTE—BOARDING AND Day School, for young ladies, No. 16 East 28th-st., will reopen Sept. 19. For circulars, address C. H. GARDNER, Box No. 616 Springfield, Mass., until Aug. 15.

MR. VAN NORMAN'S FRENCH AND English Boarding and Day School for Young Ladies, No. 5 West 38th-st., Murray Hill, two doors from 5th-av., New-York, will reopen Sept. 21. Address as above.

MRS. WILLIAMES' ENGLISH AND FRENCH Boarding and Day School for Young Ladies, No. 26 West 39th-st., will reopen WEDNESDAY, Sept. 20.

MAPLE HALL.—PROF. ANDREU'S FEMALE Seminary, Jamaica, L. I., will reopen Sept. 4.

INSTRUCTION.

MR. YOUNG'S BOARDING-SCHOOL FOR BOYS,

CHILTON HILL, ELIZABETH, N. J.

Will re-open, Sept. 4.

PRACTICAL BUSINESS COLLEGE.

No. 819 Broadway, corner of 12th-st.

Book-keeping, writing and arithmetic taught upon the basis of twenty years' experience in actual business, by VOGELSDORFF, an experienced teacher, who has fitted hundreds in this city for very remunerative positions.

THE MRS. AUBERT'S

SCHOOL FOR YOUNG LADIES, No. 238 East 13th-st., (Old No. 146,) will be reopened THURSDAY, SEPT. 21.

GREAT EDUCATIONAL ADVANTAGES in the beautiful "Connecticut River Valley." BURNHAM'S AMERICAN BUSINESS COLLEGE, SPRINGFIELD, MASS.

By far the largest, most complete and thorough institution of the kind in New-England, where Young Men receive a thorough training, and are properly fitted for all Business Pursuits. GREAT IMPROVEMENT in the method of Instruction, uniting School-room and Counting-room upon a plan that secures all the practical advantages of each. The Student Buys, Sells, Barters, Ships, Consigns, Discounts, Insures, and keeps his Accounts, as in Actual Business.

Prof. JOHN W. FOWLER, LL. D., for eighteen years President of the "New-York State and National Law School," Poughkeepsie, has charge of Law Department, and will devote himself to the general interest of the Students of this College.

NORMAL WRITING DEPARTMENT in charge of the best Business and Ornamental Penman and Teacher on the Continent. LIBERAL DEDUCTIONS made to soldiers who have received disabling and honorable wounds while in their country's service.

WHAT THEY SAY ABOUT IT.—"The success of this college is so great as to warrant the belief that it will eventually become the LARGEST as it already is the BEST institution of the kind in the country."—*Springfield Republican, June 21, 1865.*

WRITE FOR PARTICULARS.—Circulars, Papers, &c., giving full particulars relating to the Course of Study, exact expense of Board and Tuition, may be had by addressing LOUIS W. BURNHAM, President, Springfield, Mass.

TO PRIVATE FAMILIES.—A GENTLEMAN of high standing desires to find a good home for his child, six years old, either in the family of a refined and educated widow lady, of known respectability, or with a good family where there are one or more young ladies in the family, who can take the child under her especial charge, for which reasonable compensation will be allowed, besides other advantages. New-York or the immediate suburbs preferred. Address, with full particulars, SPADEEL, Box No. 139 *Times* Office.

THE LATE MRS. G. ANTHON CALLENDER'S French and English Boarding and Day School, No. 32 E. 21st-st., will reopen Sept. 20, under the charge and superintendence of Miss Armstrong, the former head governess, and will be conducted with the same teachers, and upon the same principles heretofore so successfully carried out.

COLLEGIATE AND ENGINEERING INSTITUTE, No. 18 Cooper Union, New-York.—Individual instruction, special preparation for any college or scientific school, academic, collegiate, civil and mechanical engineering courses given. Fall term begins Sept. 4. Open day and evening. Prof. J. G. FOX, A. M., Principal.

BOARDING SCHOOL FOR CHILDREN. —A good location for the board and tuition of young children, of both sexes, may be found by application to Messrs. E. B. KINGSBURY, No. 155 South-st.; R. C. LAYTON, No. 117 Front-st.; A. A. GOOLD, No. 187 Bowery, and H. E. RUSSELL, No. 27 Wall-st.

N. A. LESPINASSE, FRENCH INSTITUTE, 170th-st. and King's Bridge Road, Fort Washington; French is the language of the school; English, Spanish, German, classics, commercial studies and higher mathematics. Reopens Sept. 10th. Circulars, No. 913 Broadway, drug-store, 701 Broadway, music store.

INSTRUCTION.—ANY LADY, WHOSE EDUCATION has been neglected, wishing thorough and private instruction, in any or all of the English branches and penmanship, can secure, for one or two hours daily, the services of an experienced teacher, by addressing MRS. J., Station D, Bible House.

THE STOCKBRIDGE ENGLISH AND French Boarding School for Young Ladies will reopen Sept. 20. Young ladies are also received for a thorough course of musical instruction alone. For circulars, &c., apply to Dr. F. WELTER, Stockbridge, Mass.

EAGLESWOOD MILITARY ACADEMY, PERTH AMBOY, N. J.—Fall Session begins Sept. 14. For circulars apply to MARCUS SPRING, Proprietor; or JARED REID, JR., Principal.

REV. J. H. TYNG'S SCHOOL FOR A limited number of boys, will reopen at No. 907 Broadway, on MONDAY, Sept. 11. Until then address at No. 184 West 24th-st.

MILITARY, CLASSICAL AND COMMERCIAL ACADEMY, Nyack, Rockland County, N. Y. Fall term opens on MONDAY, Sept. 4. For circulars address C. RUTHERFORD, A. M., Principal.

MILITARY BOARDING-SCHOOL—White Plains, N. Y., one hour's ride from the city by Harlem Railroad. O. R. WILLIS, A. M., Principal.

MLLE. QUERIPEL'S FRENCH AND English school will reopen Sept. 11, at 78th-st., between 3d and 4th avs.

THE MISSES BUCKNALL'S ENGLISH AND French boarding and day school, No. 3 West 37th-st., second door from the 5th-av., will reopen Sept. 18, 1865.

MISS BEAN'S FRENCH AND ENGLISH Boarding and Day School for young ladies, will reopen on Sept. 20. No. 21 Brevoort-place.

A FRENCH LADY, WHO IS USED TO teaching, wants to exchange with a lady lessons of French for lessons of conversations in English. Address Box No. 2,109 Post-office, New-York.

TEACHERS.

ALL TEACHERS WHO SEEK POSITIONS should have "AMERICAN SCHOOL INSTITUTE'S" Application Form. Experienced Teachers are in great demand, specially for *Music,* French, Drawing, Classics, Mathematics and Military Drill. ALL WHO WANT GOOD TEACHERS will find best possible facilities for being suited at American School Institute's offices. J. W. SCHERMERHORN, Actuary, No. 130 Grand-st., New-York. Philadelphia Office: 512 Arch-st.; Western Office: Chicago, Illinois.

TEACHERS WANTED THROUGHOUT the country to fill vacancies in SCHOOLS and ACADEMIES, and report all opportunities for other members in every State and town. N. B.—Address all applications for TEACHERS or SCHOOLS to the "NATIONAL TEACHERS INSTITUTE, No. 486 Broadway, New-York." For further particulars see *Times* Aug. 11, and *Tribune* Aug. 12.

A GENTLEMAN OF TEN YEARS' EXPERIENCE as head-teacher in first-class military and collegiate schools, a thorough disciplinarian and instructor in the classics, mathematics and vocal music, desires a suitable situation. Highest testimonials shown from last employer. Call on, or address, A. M., No. 56, Carroll-st., Brooklyn.

WANTED—A SITUATION, EITHER IN FAMILY or seminary, by a lady qualified to teach the English branches, pencil drawing, French and music, (piano;) good references. Address Miss J., Box C, Albany Post-office.

A YOUNG LADY COMPETENT TO EDUCATE children in various elementary studies and in music, desires a situation in some respectable family or in a school. Address PRECEPTRESS, care Dr. J. Harris, No. 148 East 34th-st.

WANTED—A COMPETENT TEACHER OF Piano and Vocal Music for a School in West Virginia; salary $500 and board. Address, with testimonials, P O., Box No. 247 Philadelphia, Pa.

A YOUNG GERMAN LADY, WHO teaches her own language, as well as French, English, music, drawing and needlework, desires a situation. Address H. P., Box No. 178 *Times* Office.

STEAMBOATS.

1865. FOR LAKE SUPERIOR, 1865.

One of the new and swift steamers, METEOR AND PENOBIC, will leave Cleveland, Ohio, every Monday and Detroit, Michigan every Tuesday, on grand pleasure excursions to La Pointe, Bayfield, North Shore, and all other points on Lake Superior. Rooms secured on application by letter or otherwise to GARRETSON & CO., Cleveland; J. L. WHITING & CO., Detroit.

DAILY, FOR HARTFORD, SPRINGFIELD, Greenfield, Northampton, and other points, byrail, North, East and West of Hartford, and landing on the Connecticut River, steamers CITY OF HARTFORD and GRANITE STATE, from Peck Slip, New-York, at 4 P. M. First class fare, $2; second class, $1 50. These boats have first-class stateroom accommodations.

For further information, inquire of SAXTON & SEABURY, No. 112 South-st., N. Y. D. A. MILLS, Agt, Hartford and New-York Steamboat Company.

FOR RONDOUT AND KINGSTON, LANDING at Cozzens, Cornwall, Newburgh, Marlborough, Milton, Poughkeepsie, West Park and Esopus, connecting with the Delhi and Ellenville stages. The new and elegant steamers JAMES W. BALDWIN, Capt. JACOB H. TREMPER, MONDAYS, WEDNESDAYS and FRIDAYS; THOMAS CORNELL, Capt. DAVID ABBEY, Jr., TUESDAYS, THURSDAYS and SATURDAYS; leaving New-York, foot of Jay-st., at 4 o'clock P. M.

FOR CATSKILL AND CATSKILL MOUNTAIN HOUSE—Steamer THOMAS POWELL leaves New-York for Catskill, from foot of Franklin-st., Tuesdays and Thursdays of each week, 5 P. M.; Saturdays, 2 P. M., landing Saturdays at West Camp and Malden, connecting with stages from Catskill to Mountain House, Delhi and Gilboa. Leaves Catskill for New-York Mondays, Wednesdays and Fridays at 6 P. M.

CONEY ISLAND FERRY—LANDING AT FORT HAMILTON.—The NAUSHON

Leaves West 10th-st. at 9:20, 12:20, 3:20.

Leaves Dey-st. at 9:40, 12:40, 3:40.

Leaves Pier No. 4, North River, at 10, 1 and 4.

FOR BRIDGEPORT—DAILY LINE.—THE steamer BRIDGEPORT will leave Peck-slip daily, at 12 o'clock noon, arriving in Bridgeport in time to connect with the Naugatuck, Housatonic, New-Haven and Hartford Railroads. Freight taken for Naugatuck and Housatonic Railroad.

MORNING LINE FOR PEEKSKILL.—The NORWALK leaves the foot of Harrison-st. daily (without exception) at 8 A. M., lands at 30th-st., for Yonkers, Hastings, Dobb's Ferry, Tarrytown, Nyack, Sing Sing, Haverstraw, Grassy Point and Verplanck's.

STEAMBOAT TO CHARTER.—THE PASSENGER steamboat TAMINEND, 300 tons burden, speed 14 miles an hour, well furnished and in complete order. Apply to R. CORNELL WHITE, 11 Murray-st.

FOR HUDSON, CATSKILL, BRISTOL & WEST Camp—Steamer TRAVELER leaves foot of Harrison-st. Mondays, Wednesdays and Fridays, at 5 P. M.

FOR NEW-HAVEN, HARTFORD AND WHITE MOUNTAINS—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., connecting with railroad.

EXCURSIONS.

DAILY EXCURSIONS DOWN THE BAY.

Delightful Summer excursions by the favorite steamer JESSE HOYT, daily, (Sundays excepted,) from Pier No. 3 N. R., at 10:45 A. M., embracing a splendid sail through the Narrows and Lower Bay, past Forts Lafayette and Hamilton, &c., to Port Monmouth, and returning to New-York at 2:30 P. M. Fare for round trip, 50 cents. Children under ten years of age, half price.

LOST AND FOUND.

$5 REWARD—LOST FROM NO. 105, ST. Marks-place, Saturday, July 15, a little HOUND: black back, whitish breast, light tan-colored legs, tail slender, small white tip on the end; spot over each eye; ears long.

SHIPPING.

Outside Steamship Line FOR BOSTON.

The Neptune Line of Steamers, Tri-Weekly, FOR BOSTON, DIRECT, VIA LONG ISLAND SOUND.

COMPRISING THE NEW AND STAUNCH SCREW STEAMERS, (EACH HAVING FIVE WATER-TIGHT COMPARTMENTS,)

NEPTUNE, NEREUS AND GLAUCUS,

2,000 TONS EACH,

BUILT EXPRESSLY FOR THIS ROUTE,

One of which will leave Pier No. 27 North River, foot of Robinson-st., every

TUESDAY, THURSDAY and SATURDAY.

Returning, will leave Central Wharf, Boston, every

MONDAY, WEDNESDAY and FRIDAY.

THE NEW SEA-GOING STEAMERS

METIS, THETIS AND DORIS,

1,500 TONS EACH,

BUILT EXPRESSLY FOR THS ROUTE, will shortly follow, forming a daily line.

The first steamer will leave Pier No. 27 North River, on SATURDAY, Aug 5.

No charge for wharfage in Boston.

Agent in Boston, E. H. Rockwell, end of Central Wharf.

ISAAC ODELL, Freight Agent, Pier No. 27 North River.

NATIONAL STEAM NAVIGATION CO.

(Limited.)

NEW-YORK TO LIVERPOOL, Calling at Queenstown to land passengers.

Ship.	Tons.	Commander.
QUEEN—building	3,412	
ENGLAND—building	3,430	
SCOTLAND—building	3,430	
ERIN	3,310	Grace.
HELVETIA	3,315	Prowse.
PENNSYLVANIA	2,872	Grogan.
VIRGINIA	2,876	Lewis.
LOUISIANA	2,166	Asplitt.

Leaving Pier No. 47, North River, as follows:

VIRGINIA .... SATURDAY, Aug. 19

SCOTLAND .... SATURDAY, Aug. 26

LOUISIANA .... SATURDAY, Sept. 2

PENNSYLVANIA .... SATURDAY, Sept. 9

AND EVERY SATURDAY THEREAFTER.

The Cabin accommodations on board these steamers are unsurpassed, and the rates lower than by any other line.

Cabin passage, $90; Steerage, $30—payable in currency.

The owners of these vessels will not be accountable for specie or valuables unless Bills of Lading, having their value expressed therein, are signed therefor.

For freight or cabin passage, apply to WILLIAMS & GUION, No. 71 Wall-st.

For steerage passage, apply to WILLIAMS & GUION, 29 Broadway, N. Y.

STEAMSHIP LAFAYETTE, FOR BREST and HAVRE, will leave from Pier No. 50 North River, foot of Morton-st., on FRIDAY, 18th inst. Passengers are requested to be on board at 11 o'clock, A. M.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S NEW LINE OF FIRST-CLASS MAIL STEAMSHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The first splendid vessels on this favorite route for the continent are the following:

WASHINGTON	3,204 tons	900-horse power
LAFAYETTE	3,204 tons	900-horse power
EUROPE	3,204 tons	900-horse power
NAPOLEON III	(Nearly ready)	1,100-horse power
ST. LAURENT	(Building)	Great power.
PEREIRE	(Building)	Great power.
VILLE DE PARIS	(Building)	Great power.

DEPARTURES FROM NEW-YORK.

LAFAYETTE	A. BOCANDI	FRIDAY	Aug. 18
EUROPE	A. DUCHESNE	FRIDAY	Sept. 15

PRICE OF PASSAGE IN GOLD.

First cabin, $135; second cabin, $80, including table wine for either class.

Passengers intending to land at Brest will be furnished here with railroad coupon tickets, and their baggage checked to Paris, at an additional charge of $5 for first and $3 for second class.

Medical attendance free of charge.

For further information apply to GEO. MACKENZIE, Agent, No. 7 Broadway, New-York.

At Paris, 12 Boulevard des Capucines, (Grand Hotel.)

At Havre, WM. ISELIN & CO.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

AND

BETWEEN BOSTON AND LIVERPOOL, CALLING AT HALIFAX AND CORK HARBOR.

SCOTIA leaves New-York Wednesday, August 9.

ASIA leaves Boston Wednesday, August 16.

CUBA leaves New-York Wednesday, August 23.

CHINA leaves Boston Wednesday, August 30.

PERSIA leaves New-York Wednesday, Sept. 6.

AFRICA leaves Boston Wednesday, Sept. 13.

FROM NEW-YORK TO LIVERPOOL.

Chief Cabin Passage $132 00

Second Cabin Passage 80 00

FROM BOSTON TO LIVERPOOL.

Chief Cabin Passage $112 00

Second Cabin Passage 65 00

payable in gold, or its equivalent in United States currency.

Berths not secured until paid for.

An experienced surgeon on board.

The owners of these ships will not be accountable for Specie or Valuables unless bills of lading, having the value expressed, are signed therefor.

For freight or passage, apply to E. CUNARD, No. 4 Bowling-green.

BREMEN VIA SOUTHAMPTON.

AMERICAN STEAMSHIP LINE, CARRYING THE UNITED STATES MAIL, and taking passengers for London, Havre, Southampton, and Bremen.

The first-class steamship CIRCASSIAN, Capt. ED. CAVENDY, formerly of steamer *Washington,* will sail from Pier No. 30 North River on SATURDAY, Aug. 19.

First Cabin $100 00

Second Cabin 55 00

Steerage 32 50

Payable in gold or its equivalent in currency.

An experienced surgeon on board.

Vessel not accountable for specie or valuables unless bills of lading having the value expressed are signed therefor.

For freight or passage, apply to ARTHUR LEARY, No. 73 William-st., or to RUGER BROTHERS, Brokers for the line, No. 45 Beaver-st.

STEAM TO LIVERPOOL—CALLING AT Queenstown. The Inman Line, sailing semi-weekly, carrying the United States Mails.

KANGAROO .... WEDNESDAY .... Aug. 16

CITY OF BOSTON .... SATURDAY .... Aug. 19

CITY OF CORK .... WEDNESDAY .... Aug. 23

ETNA .... SATURDAY .... Aug. 26

at noon, from Pier No. 44 North River.

RATES OF PASSAGE.

First Cabin	$90	Steerage	$30
First Cabin to London	95	Steerage to London	33
First Cabin to Paris	105	Steerage to Paris	40

Passengers also forwarded to Havre, Hamburg, Bremen, &c., at moderate rates.

Passage by the mail steamers, sailing every Saturday, payable in gold. Passage by the mid-week steamers payable in United States currency.

Steerage passage from Liverpool or Queenstown, $30 gold, or the equivalent. Tickets can be bought here by persons sending for their friends.

For further information apply at the Company's Offices. JOHN G. DALE, Agent, No. 15 Broadway, New-York.

UNITED STATES MAIL LINE FOR CALIFORNIA.

VIA ISTHMUS OF PANAMA.

Lower Passage Rates commencing July 1, 1865.

THE ATLANTIC MAIL STEAMSHIP CO., will despatch steamers semi-monthly, at noon, from the Company's new and commodious Pier, No. 43 North River, foot of Canal-st.

DEPARTURES.

Aug. 16 .... COSTA RICA .... WILSON,

(Connecting at Panama with Colorado.)

Sept. 1 .... NEW-YORK .... TINKLEPAUGH,

(Connecting at Panama with Sacramento.)

For freight or passage apply to D. B. ALLEN, No. 5 Bowling-green.

OPPOSITION LINE TO CALIFORNIA.—REDUCTION IN PRICE FOR AUGUST AND SEPTEMBER.

First class,	Second class,	Third class,
$250.	$175.	$100.

The Central American Transit Company will dispatch, from Pier No. 29 North River, the good steamship ERICSSON, Capt. A. B. LOWBER, on SATURDAY, Aug. 19, at noon; on WEDNESDAY, Sept. 20, at noon, at the above low prices, for these two trips only.

For passage apply at the office of THE CENTRAL AMERICAN TRANSIT COMPANY, No. 177 West-st., New-York. D. N. CARRINGTON, Agent.

FOR RICHMOND, CITY POINT AND NORFOLK.

GOES TO THE WHARF AT RICHMOND.

THE NEW AND ELEGANT SIDE-WHEEL STEAMSHIPS HATTERAS, PARRISH, every SATURDAY, at 12 M. ALBEMARLE, BOURNE, every WEDNESDAY, at 12 M., from pier No. 36 North River.

For freight or passage, having superior accommodations. Apply to LIVINGSTON, FOX & CO., No. 141 Broadway.

Freight received on our covered pier, No. 36 North River, at all times during business hours. Goods consigned to our address promptly forwarded.

FOR NORFOLK, CITY POINT AND RICHMOND.

REGULAR SEMI-WEEKLY UNITED STATES MAIL LINE.

Pier No. 21 North River, foot of Fulton-st.,

The steamship YAZOO, Capt. COUCH, leaves every Saturday, at 12 o'clock M.

The steamship CREOLE, Capt THOMPSON, leaves every Wednesday, at 12 o'clock M.

Excursion tickets issued at reduced rates.

The passenger accommodations on board the steamships are unsurpassed.

For freight or passage apply to G. HEINEKEN & PALMORE, No. 115 Broadway.

FOR SAVANNAH—DIRECT.

PIONEER LINE.

First-class passage $35

The new and first-class steamship CHASE, M. L. ROGERS, Commander, will sail as above from Pier No. 11, North River, on THURSDAY, Aug. 17, at 3 P. M.

For freight or passage, apply to LEWIS L. JONES, No. 17 Broadway, New-York.

Agents in Savannah, HUNTER & GAMMELL.

FOR SAVANNAH GA.

ATLANTIC COAST MAIL STEAMSHIP COMPANY.

WEEKLY LINE.

VARUNA, WHITEHURST, Commander.

ARIADNE, CRARY, Commander.

The new, elegant and fast steamship VARUNA, will leave Pier No. 36 North River, on THURSDAY, Aug. 17, at 3 P. M.

For freight or passage, apply to LIVINGSTON, FOX & CO., No. 141 Broadway.

Goods consigned to our address forwarded promptly.

UNITED STATES PASSPORT BUREAU, No. 262 Broadway.—U. S. Passports for citizens and aliens issued by J. B. NONES, Notary Public.

SHIPPING.

NEW-ORLEANS DIRECT.

WEDNESDAYS and SATURDAYS.—The New-York Mail Steamship Company's steamship MARIPOSA, E. HOWES, Commander, will sail on FRIDAY, August 18, and the EVENING STAR, L. C. WIMPENNY, Commander, on SATURDAY, Aug. 19, at 3 P. M., from the Company's Pier No. 46 North River. For freight or passage apply to JAMES A. RAYNOR, No. 10 Barclay-st.

FOR SAVANNAH DIRECT.

STAR LINE—SEMI-WEEKLY.

The first-class United States mail steamships

CONSTITUTION, Capt. GREENMAN;

NEVADA, Capt. CARPENTER;

UNITED STATES, Capt. SHORE;

AMERICA, Capt. LINDT.

The CONSTITUTION will leave foot of Canal-st., North River, WEDNESDAY, Aug. 16, at 3 o'clock P. M. For freight or passage, apply to WAKEMAN, GOOKIN & DICKINSON, No. 17 Broadway.

The NEVADA will follow SATURDAY, Aug. 19.

Agents in Savannah, BRIGHAM, BALDWIN & CO.

NEW-ORLEANS DIRECT.

ATLANTIC COAST MAIL STEAMSHIP COMPANY WEEKLY LINE.

The new and splendid side-wheel steamship HERMAN LIVINGSTON, J. B. BAKER, Commander, is now receiving freight at Pier No. 36 North River, and will leave on SATURDAY, Aug. 19, at 3 P. M.

For freight or passage, having superior accommodations for a limited number of passengers, apply to LIVINGSTON, FOX & CO., No. 141 Broadway.

The ATLANTA follows, leaving here on the 26th.

Agents at New-Orleans, JAMES CONNOLY & CO.

FOR WILMINGTON, N. C., DIRECT.

ATLANTIC COAST MAIL STEAMSHIP COMPANY.

Regular weekly United States Mail Line.

TWILIGHT, SPICER, Commander,

EUTERPE, ELDRIDGE, Commander.

The new and elegant steamship TWILIGHT is now receiving freight at pier No. 36, North River, and will leave on SATURDAY, Aug. 19, at 3 P. M.

For freight or passage, having superior accommodations, apply to LIVINGSTON, FOX & CO., No. 141 Broadway.

FOR HAVANA DIRECT.

The United States Mail side-wheel steamship COLUMBIA, D. B. BARTON, Commander, will leave Pier No. 4, North River, on THURSDAY, August 17, at 3 o'clock P. M., precisely, for Havana.

For freight or passage apply to SPOFFORD, TILESTON & CO., No. 29 Broadway.

The favorite steamer EAGLE will succeed the COLUMBIA, and leave on Aug. 31.

FOR NEW-ORLEANS DIRECT.

The U. S. Mail steamship METEOR, Capt. KEMBLE, will leave Pier No. 9, N. R., on WEDNESDAY, Aug. 16, at 3 P. M.

The FUNG SHUEY will follow on SATURDAY, Aug. 19.

Passage, with unsurpassed accommodations, $60.

Apply to H. B. CROMWELL & CO., No. 86 West-st.

FOR MOBILE, ALA.

The fast A No. 1 steamship FLAMBEAU, will leave for the above port on WEDNESDAY, 23d of August; has superior accommodations for passengers, and will land her freight on the wharf at Mobile without lighterage.

For freight or passage, apply to LIVINGSTON, FOX & CO., No. 141 Broadway.

HAVANA AND VERA CRUZ.

The American and Mexican Mail Steamship Company will dispatch their new and elegant side-wheel steamers for the above ports on the 1st and 15th of each month. For freight or passage, apply to CHAS. A. WHITNEY, No. 26 Broadway.

TRAVELERS TO EUROPE, BEFORE sailing, should purchase HARPER'S HAND-BOOK FOR TRAVELERS IN EUROPE AND THE EAST—being a guide through France, Belgium, Holland, Germany, Austria, Italy, Sicily, Egypt, Syria, Turkey, Greece, Switzerland, Tyrol, Russia, Denmark, Sweden, Spain, and Great Britain and Ireland. With a railroad map corrected up to July, 1865, and a map embracing colored routes of travel in the above countries. By W. PEMBROKE FETRIDGE. Fourth year. Large 12mo, leather, pocket-book form, $5.

For sale in New-York by D. APPLETON & Co., No. 443 Broadway, and JAMES MILLER, No. 522 Broadway. And in Boston, by A. WILLIAMS & CO., No. 100 Washington-st.

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RAILROADS.

HUDSON RIVER AND HARLEM RAILROADS.

On and after Monday, June 5, trains for Albany and Troy, connecting with Northern and Western trains, will leave New-York as follows:

7:30 A. M. via Hudson River Railroad, 30th-st. and 10th-av., connecting with trains for Saratoga and Sharon Springs.

11 A. M. via Harlem Railroad, 26th-st. and 4th-av., connecting with trains for Saratoga, Sharon Springs, &c., and at Chatham with trains for points East.

2 P. M. via Hudson River Railroad, connecting with trains for Saratoga.

4 P. M. via Hudson River Railroad, connecting at Troy with train for Montreal, with sleeping-cars attached.

4:40 P. M. via Harlem Railroad, connecting at Chatham with train for Lebanon Springs. Sleeping-cars attached at Albany.

6 P. M. via Hudson River Railroad; sleeping-cars from New-York to Buffalo and Suspension Bridge without change. This train runs on Sundays.

10:30 P. M. via Hudson River Railroad; with sleeping-cars attached, connecting at Albany and Troy with morning trains for North and West.

WM. H. VANDERBILT, Vice-President.

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RARITAN AND DELAWARE BAY RAILROAD.

NEW-YORK TO CAMDEN,

from Pier 3, N. R., daily, at 10:45 A. M., connecting with trains for Red Bank, Long Branch, Manchester, Tom's River, Barnegat and Tuckerton; and 4:15 P. M., for Highlands, Middletown, Red Bank, Shrewsbury, Eatontown, Ocean Port, Branch Port, Long Branch, Shark River, Farmingdale, Squampum, Bergen, Manchester and Tom's River. Fare to Long Branch, $1.

The splendid steamer JESSE HOYT will leave as above daily, at 10:45 A. M., for Camden direct, through in five hours. Fare, $2. Excursion tickets, good for 3 days, $3.

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This line runs along the ocean beach, in sight of the breakers, and offers one of the most delightful excursions in the vicinity of New-York.

PERTH AMBOY & WOODBRIDGE R. R.

From foot of Cortlandt-st., New-York 7 and 10.

Leave New-York for Perth Amboy and Woodbridge—7 and 10 A. M., 2, 4:10 and 5:40 P. M.

Leave Amboy—7:10, 8:45 A. M., 12 M., 3:55, 6:05 P. M.

Leave Woodbridge—7:25, 8:55 A. M., 12:15, 4:10, 6:20 P. M.

ERIE RAILWAY.—TRAINS LEAVE DEPOT foot of Chambers-st., via Pavonia Ferry:

7:00 A. M.—Day Express, for Canandaigua, Rochester, Buffalo, Salamanca and West. Connects at Buffalo with Lake Shore and Grand Trunk Railways, and at Salamanca, with Atlantic and Great Western Railway.

8:30 A. M.—Milk and Way Train, daily, for Otisville.

10:00 A. M.—Express Mail, for Buffalo, connecting with Lake Shore Railway.

4:00 P. M.—Way Train, for Port Jervis and Newburgh.

5:00 P. M.—Night Express for Canandaigua, Rochester, Buffalo, Salamanca and West.

6:00 P. M.—Lightning Express, Daily, for Canandaigua, Rochester, Buffalo, Salamanca, Dunkirk and West; connects at Buffalo with Lake Shore and Grand Trunk Railways, and at Salamanca, with Atlantic and Great Western Railway.

8:00 P. M.—Emigrant Train, daily, for Buffalo, Salamanca, Dunkirk and West.

HUGH RIDDLE, General Superintendent.

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NEW-YORK AND FLUSHING RAILROAD.—On and after May 24, 1865, Trains will run as follows: Leave Flushing at 5:40, 6:50, 8, 9, and 11 A. M., 1, 3:30, 5, 6, 7 and 8 P. M. On Sunday, 8 and 10 A. M.; 3 and 6 P. M. On Tuesday and Saturday nights at 11 P. M. Leave Hunter's Point at 6:10, 7:20, 8:30, 9:30 and 11:30 A. M., 2:30, 4:30, 5:30, 6:30, 7:30 and 8:30 P. M. On Sunday at 9:20 and 10:40 A. M., 3:45 and 6:45 P. M.; leave Flushing at 8 and 10 A. M. and 3 and 6 P. M. On Tuesday and Saturday nights at 12:10 A. M.

L. C. VOORHEES, Superintendent.

NORTHERN RAILROAD OF NEW-JERSEY —Trains leave Jersey City for Piermont at 5 A. M., 9:15 A. M., 1:15 P. M., 4:22 P. M. and 6:25 P. M. On Saturdays, 11:15 P. M. The 9:15 and 4:22 run through to Monsey. THOS. W. DEMAREST, Superintendent.

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a portion of which are

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TO FAMILIES ABOUT TO TRAVEL IN EUROPE.—Couriers' and Traveling Servants' Society, No. 12 Bury-st., St. James, London, composed of respectable men of different nations, established in 1851, and largely patronized by English and American families. Couriers suitable for all countries may be obtained by applying to the secretary. This society is well known to and patronized by many of the large banking and commercial houses which more particularly represent American business.

NOTICE TO BUTCHERS.—NOTICE IS hereby given to the members of the Butchers' Hide and Melting Association that an election for trustees will be held at the corner of 1st-av. and 5th-st., on TUESDAY AFTERNOON, Aug. 15, 1865, at 4 o'clock. Every member is requested to be present. By order. JAS. W. CLINCH, Secretary.

THE RELIGIOUS DISCUSSION BETWEEN Orthodoxy and Spiritualism will be continued this TUESDAY, at 8 P. M., at METROPOLITAN HALL, 6th-av., near 8th-st., for the accommodation of those who cannot attend Sundays. Subject: "*Has Spiritualism any Foundation in Truth, &c.*" The public are invited.

NEW PRIZE LIST NOW READY.—COLLECTIONS for all claims against the U. S. Navy, including PRIZE BAG MONEY, BOUNTIES and ARREARS OF PAY, collected at once. Call or address L. BROWN & CO., No. 2 Park-place, New-York City.

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Condition of the Several Wards—Interesting Statistics—Facts About the Contractors and the Strikers.

DUTIES OF THE CROTON BOARD.

From many highways and bye-ways of our great metropolis arise stenches this August day that offend high Heaven and make sick the children of men. From heaps long undisturbed; from nests long crammed with filth; from corners where green scum has thickened into pulp, and from piles knee-high of refuse, ascend smells of fearful character, full of disease and burdened with the breath of Death.

Under a régime now happily ended, these piles of dirt accumulated, and are now being attacked by the firm muscle and the unyielding iron. The blame need not travel far for a home; its normal resting-place is not the ample chair of Inspector BOOLE—that has burdens enough of its own; nor could His Honor the Mayor be expected from his personal wallet, well filled though it be, to expend sums sufficient for the remedying of the evil; but upon the broad shoulders of the board whose sworn duty it is to keep the pavements of the streets in good repair, settles with a weight not easily to be removed the dread responsibility of filthiness and the possible gloom of pestilence.

Some months since we made a careful examination of the streets of the city. Everybody was grumbling at Mr. BOOLE, and all the papers howled out "corrupt BOOLE," and all the politicians echoed the cry, until dirty streets and Inspector BOOLE became synonymous terms. We were convinced, however, by personal examination at that time, and we now speak of no other, that the only dirty streets were those where the pavements were either entirely gone or else in such a terrible state of dilapidation that cleansing was an impossibility, and sweeping an absurdity.

Shortly after that the commissioners made a contract with the present street cleaners, who have now been fairly at work for several weeks, and whose efforts are now matter for criticism. By the terms of their contract, Messrs. BROWN, DEVOE & KNAPP are bound to cleanse certain prominent thoroughfares every night, others two or three times a week, and others but once a week. We are convinced, by personal inspection, that they have provided the requisite force, that they are doing the best they can, and that where they do clean, the city is in excellent condition. But despite all these admissions, we find certain portions of the city dirtier than ever,

FOULER THAN BEFORE,

where filth is regnant and slime chief ruler.

Are the contractors to blame?

We think not.

We find that the contractors have at work the following men and carts in the several wards:

Wards.	Men.	Carts.	Wards.	Men.	Carts.
1	23	7	13	38	13
2	20	3	14	36	12
3	20	3	15	35	12
4	28	9	16	43	20
5	30	10	17	48	20
6	36	12	18	48	20
7	37	13	19	38	13
8	37	13	20	40	20
9	38	13	21	36	15
10	40	15	22	40	20
11	40	15			
12	37	13	Total	788	291

These men and carts are constantly at work, under the supervision of foremen, some of whom are good, while others are not worth shucks; and yet the complaints made every day about the dirty condition of certain streets are true.

A very few words will explain, we think, the whole matter. Our streets are queerly paved. No one system has governed the paving of all portions, and the consequence is, that while some are bound down by iron blocks, others have Belgian pavement, others the common cobble-stone, and others again have nothing. The iron blocks and the Belgian pavements can be attended to easily and are swept regularly. We know of no street whose horseway is provided with this kind of pavement that is not in good order, and which is not satisfactorily clean. But those streets where the

ROUNDED COBBLE-STONE

in its best estate trips and tumbles horses, the state of the paving is disgraceful and the condition of the streets simply outrageous. Let us look at some of the clean streets in detail.

Broadway is swept every night by a patent sweeper, which goes up and down from the Battery to Twenty-sixth-street. No one can complain of the condition of Broadway. There are certain places where residents throw in defiance of law stuff and ashes into the gutter, but it don't remain long, and from one end to the other the ample avenue is clean.

Fifth-avenue is likewise well paved and well swept. It is as clean as any street in the quietest New-England town. It, with Park-row, Chatham-street, the Bowery and Waverly-place, with the several side streets, are swept three times a week. The sweeping here is mainly done at night, as indeed all cleaning should be at this season of the year, when the disturbed dust beclouds the air and the stirred heaps of filth offend the sense.

Fourth-avenue and side streets to Thirty-second-street, Sixth-avenue to Forty-second-street, State-street, Whitehall-street, Wall and Cortlandt streets, Maiden-lane, Fulton-street, Chambers and west of Chatham-street, Grand-street, east of Broadway and Canal-street, west of Broadway, are swept twice a week. This is likewise done at night.

All the rest of the city is cleaned according to contract once a week, although Washington and Greenwich streets are swept invariably three or four times a week. The condition of the Fourth, Sixth, Seventh, Seventeenth, Fourteenth and Second Wards has furnished many a paragraph for the newspaper press, and perhaps served as an excuse for ejaculatory profanity on extreme occasion, but filthy and fearfully offensive as they are in many places, we are convinced that they will be dirtier and more unhealthy yet, if the board is not stirred up by public sentiment to the discharge of its duty in regard to the paving of the streets. Let any one go—and it seems cruel to ask it—into Rector or Morris or West streets. Provided with a bottle of strong cologne, he can look at the black rotten mass which covers the place. Then let him show how it would be possible for a sweeper of the most determined nature to clean away the muck. There are deep holes, wide chasms, whole blocks innocent of any sort or kind of pavement. On West-street we have seen and traveled over whole

BLOCKS UNPAVED,

which have been in their present outrageous condition for over a year. If hoes or shovels are used there the cleaners would never know when to stop. They might dig on forever and still, unless they struck some unlucky Chinese village, find plenty to clean. On this West-street live many poor families, and there are of course many tenement-houses and third-rate hotels. These people seem to appreciate the neglect of the city authorities, and noticing the unkempt condition of the highway, do all in their power to complete the picture and make it not only a disgrace to the city, but a nuisance to the citizens. The servants at the hotels throw slops out of the windows and refuse from the doors; the people who live in the tenement-houses empty "all sorts" in front of their doors, pile ashes as near the middle of the road as they can, add daily to the stagnations of mingled swill and offal which smell half way to heaven, and throw peelings of potato all round the edges of the pile. The hot August sun blazes down upon the heap; the heavy carts and wagons wheel over it; the hard-hoofed horses stamp upon it; powdered nastiness results, and clouds of floating filth fill eyes and nose and ears of every passer. The rains fall and the powder becomes mud, and the hard heaps are made soggy, and again a new smell stenchfully rises to the pure sky.

The contractors send gangs of men there. If they go in the hot dry day the lazy hoe stirs up dust and powder; if they go on a wet damp day, the sickening odor overpowers the people on the street, makes sickness in the neighborhood, and after hours of hard labor, there being no pavement for a base, they find themselves exactly where they began, with a bed of thick mud at their feet.

It is plain then that the streets

MUST BE PAVED

if they are to be kept clean. The board has recently given out a contract for this purpose to two persons—one named McCOOL, the other WARNOCK the hatter. These gentlemen agree to keep the streets of the city in good repair for the sum of $72,500, during the five months commencing Aug. 1. Last year, we understand, Mr. BROWN performed the same work for the board, six months, for $75,000. It is absurd to suppose that any such service can be performed in these times for $72,000. Labor and material are high, and the job is simply tremendous; it cannot and will not be done, and these unpaved streets, whose horrible accumulations of all that is vile are seriously urging the hasty step of sickness and malaria, will, undoubtedly, be as free from pavement on the 1st of January, 1866, as they are to-day, as they were in 1864.

Doubtless our readers will be pleased to know the present

SENTIMENTS OF THE STRIKERS.

We yesterday walked across the Park down through the little alley at the side of the old Rotunda. There we saw about sixty of our old striking acquaintances. They were looking for a job—entirely at the service of the contractors or any other men who would furnish them with work, be it ever so little. The poor fellows were not fat, nor jolly, nor happy, nor flush. They made a great mistake in listening to the nonsense of the honorable member from this or that Ward, and now they see it. Some of them have been employed, but they do not prove reliable men. They instill discontent among their fellows; they are apt to chuckle over the victory they have gained by securing work from the men they have abused, and—in short they are very far from desirable employes.

The contractors could engage to-day as many thousands as they now have hundreds. They are not only besieged by scores of the poor fellows who want work, but they are pestered by dozens of letters from Aldermen and various chaps of high and lofty position, who desire place for this friend or that friend; but most of all they are worried by persons who feel themselves destined by natural talent and culture for the career of foremen. It seems that it has been the pleasant custom hitherto for numbers of "foremen" and "inspectors" to draw regularly their modest stipend, and to earn the same by heavy standing around. This was all well enough when the city had to pay the bills, but as the matter is now one of more private speculation, it is not deemed advisable to continue the custom.

The amount of money thus far received is $37,000; the amount thus far expended, $60,000. The dirt and refuse is carried, as before, to the dumping grounds, where the boats, some forty in number, of the New-Jersey Transportation Company receive it, tugging it thence to their pier.

We do not see why our city should be dirty any longer. The streets which are in condition are cleaned regularly, and we have the word of those in power that when the other streets are repaired, there shall be no just complaint concerning them.

CUSTOM-HOUSE MATTERS.

Removal of Simeon Draper—Appointment of Preston King.

Mr. SIMEON DRAPER has been removed from the Collectorship of the Port of New-York, and Hon. PRESTON KING has been appointed in his place.

PUBLIC RUMOR

at once has much to say; it's necessary and quite the thing to know, you know, all about the pros and cons of the affair, and in a brief tour from one end of CROOK & DUFF's hall to the other, we heard the following suggestions: One tall, thin man, whose angularities were pleasantly and fashionably covered in white duck, informed a crowd of gaping listeners that he "had expected this thing for a long time. DRAPER, you know, has been attempting to run the machine by himself, and in cutting loose from some of the rest of us, he made a mistake very common with men whose heads are turned with a little power. Why, he has made a regular CHASE & GREELEY barber-shop of the Custom-house, and insisted upon shaving every man by his regulation cut. He sent little Glassy—"

A VOICE—"Who's little Glassy?"

TALL THIN MAN &c.—"Great heavens, don't you know little Glassy? Why he's what we call the minute manipulator. He came up to our Primary in the —— Ward a few weeks ago, and said to half a dozen custom-house men there, that he'd have them turned out, if they didn't vote so and so. He's oldman DRAPER's fugler, that's who *he* is. Well, the men didn't vote 'so and so,' and they *were* tured out of the Custom-house. Yes, Sir, old DRAPER has cut his own throat; he never remembered a favor nor a friend. I have known men who worked for him and spent money for him years ago when he was a nobody, and when he got where he could help them, he did not remember them. That sort of thing won't go down; but the man who tried it has gone, and I'm very much mistaken if he gets up again."

Wiping his moistened brow, the spokesman retired, followed by the wondering looks of the unsuspecting crowd behind.

At the Nassau-street side of this famous restaurant is the

OYSTER DEPOT.

There lawyers and editors, politicians and merchants, reporters and inventors, everybody of every name and nature, repair at times and seasons for oysters, clams and crackers. Meditating upon some plump clams unshelled by the short-haired GEORGE, we were the unintentional audience of two excited individuals who were discussing this latest political sensation. One of the parties draws his pay regularly from the State, the other is a physician well known throughout the city:

Scene—Nassau-street entrance—counter with plates—three persons eating clams.

DOCTOR—Well, Judge, the old boy's gone up.

JUDGE—Yes, he cooked his own fish to a turn; pity he did'nt turn right side up.

DOCTOR—Well, how was it? I have known him for twenty-five years, and I always found his parsnip among the buttered ones, and never supposed it possible that he would be found in a minority.

JUDGE—Well, I don't know *all* about it, but the gist of the matter is undoubtedly this: Old man WEED and he have never been on good terms—that is, inside terms—since MORGAN first ran for Governor. Sorer than any bile of Job was DRAPER then, and he can't think of it now without getting red in the face. Well, WEED has made friends with the powers that be and the powers that may be, (and it's always well to remember the may-be's,) and while DRAPER has cut away from him, and done all he dared to keep alive the Greeley fire, WEED has quietly worked his cards so that DRAPER's bottom has fallen out.

DOCTOR—Have some more clams, Judge. Two half-dozen, GEORGE. Why, you don't mean to say that SIM ever expected to be Governor, do you?

JUDGE—Governor! yes; or Senator, or President or anything else under heavens. And when he reached the door of the Custom-house and found himself hi-cock-alorum of that concern, he undoubtedly thought he had the rod of iron in his hand with which to crush the whole SEWARD party, break the power of the "old man," pay MORGAN off for the old score, fasten himself tight on the neck of the party, and run his own ticket ahead of all the rest. I'm sorry, for DRAPER was intended to be a good fellow. He *is* good-hearted and all that sort of thing, but confound it, it's his vanity and headstrong will which combined have ruined him, and at last turned him out into the cold.

No, I thank you, I'm full now. Good day.

Exeunt omnes.

Among all classes not immediately interested in the personnel of the Custom-house the appointment of Mr. KING gives decided satisfaction. His experience among men is great, his urbanity and genial nature are proverbial, and his integrity beyond a question. He was born at Ogdensburgh in 1806. He graduated at Union College, was admitted to the bar, and has practised in St. Lawrence County. He was a member of the State Legislature for several years, a Representative in Congress from 1843 to 1847, and from 1849 to 1853. After this he was a Senator for the term of six years.

Grand Military Excursion to Boston.

The excursion battalion of the Seventy-first Regiment, consisting of companies H and B, will leave the city to-day, en route for Boston via Newport. On their arrival in Boston they will be formally received by the "Independent Boston Fusileers," and escorted to the City Hall, where they will be received by His Honor Mayor LINCOLN, and tendered the hospitalities of the city. From thence, escorted by the Fusileers and accompanied by the Mayor, they will pay a visit to the Navy-yard and the Bunker Hill Monument, returning to the American Hotel, (their headquarters during their visit,) where a grand repast will be provided by the city authorities. On Thursday, by invitation of His Excellency Gov. ANDREW, they will visit the various harbor fortifications. The citizens of Boston, and of every place the American Guard intend to visit, have tendered to them the most flattering invitations of hospitality and welcome. Their trip will be one of continued approbation. We can assure our Eastern friends that they will receive as their guests our best citizen soldiers. We wish our friends of the favorite Seventy-first a very happy visit and a safe return.

We are indebted to Sergt. J. H. BERTINE, of Co. H, a member of the Committee of Arrangements, for the above and former particulars. The following orders have been issued:

HEADQUARTERS EXCURSION BATTALION,
COMPANIES B AND H SEVENTY-FIRST REGIMENT, N. G. S. N. Y.,
August 15, 1865.

The Committee of Arrangements will be at the armory of Company B, corner University-place and Thirteenth-street, to-day, from 10 A. M. till 3 P. M.

All members of the regiment who intend to accompany the battalion must apply before 2 P. M.

A. M. UNDERHILL, Chairman Committee.
A. L. SEE, Secretary.

OUT-DOOR SPORTS.

Base Ball.

THE GRAND MATCH AT BROOKLYN—THE ATLANTICS THE VICTORS—ANOTHER IMMENSE CROWD OF SPECTATORS—A FINE DISPLAY OF BATTING.

The second contest for the championship of the United States, between the Mutual and Atlantic clubs, which took place yesterday afternoon on the Capitoline Ball Grounds, Bedford, resulted in the decided success of the Atlantic club, by a score of 40 to 28, in a full game of two and a half hours duration. Both clubs were out in their full strength, as on the previous occasion, although the Atlantic nine was not the same—SPRAGUE being substituted for GALVIN, who on this occasion was left out of the nine. The arrangements for the preservation of order and for keeping a clear field were excellent, the result being that although the assemblage numbered nearly eighteen thousand spectators, not the slightest occurrence took place calculated to mar the harmony of the occasion; indeed never before was there so large a gathering of people assembled to witness any contest where such thorough good order prevailed. True, the presence of a force of police, numbering 125 officers and men, had its preventive influence; but apart from that, the crowd was an American ball player's crowd in its love of order and decorum, and not the least display of rowdyism which has characterized some of the assemblages on other occasions—such, for instance, at the Poughkeepsie boat race,—marked this interesting event. The fact is our base ball clubs pride themselves upon the preservation of good order at their match games, and it is only when they are unable to control affairs, or keep outsiders in order, that any disturbance ever occurs.

The game was commenced at three P. M., the Atlantics going to the bat. The first innings resulted in giving the lead to the Mutuals by a score of 3 to 1; but in the second innings the result was materially changed, the total being 13 to 8 in favor of the Atlantics. This lead they gradually increased up to the close of the fifth innings, when the Atlantic score stood 34 to 12, nearly 3 to 1. This almost decided the game; but still there were four more innings to play, and the uncertainty of the game yet admitted a chance for a good rally. A change of fielding led to considerable of an improvement in one respect, viz., in keeping down the Atlantic score, the champions only adding six runs to their score in the last four innings, while the Mutuals ran up a score of 16 runs by some very good batting. The final result was thus a less signal victory than the opening part of the game promised, the totals at the close of the ninth innings being 40 to 28 in favor of the Atlantics. The fielding was not up to the mark of either club, the misses being numerous on both sides, especially in fly catching business. The satisfactory decisions of the umpire were noteworthy; and the friendly spirit and good humor shown on both sides was one of the most commendable features of the contest. The following is the score:

ATLANTIC.	Outs.	Runs.	MUTUAL.	Outs.	Runs.
Pearce, c.	4	3	Brown, 2d b.	4	3
Smith, 3d b.	5	5	Wansley, c.	2	4
Start, 1st b.	5	3	Duffy, 3d b.	2	5
Chapman, l. f.	3	5	Zeller, l. f.	0	5
Crane, 2d b.	4	4	Goldie, 1st b.	3	1
Pratt, p.	0	6	Devyr, s. s.	6	1
Sid. Smith, r. f.	2	6	Patterson, c. f.	3	3
P. O'Brien, c. f.	4	5	McMahon, r. f.	4	3
Sprague, s. s.	3	3	Thorn, p.	3	3
Total	27	40	Total	27	28

RUNS EACH INNING.

	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.
Atlantic	1	12	5	5	11	0	3	1	2—40
Mutual	3	5	4	0	0	2	1	8	5—28

Umpire—Mr. GRUM, of the Eckford Club.
Scorers—Messrs. MOWLEM and DORGAN.
Time of game—2 hours and 45 minutes.
Fly catches made—Atlantic, 12; Mutual, 19.

GENERAL CITY NEWS.

TRADE PIC-NIC.—The journeymen tailors, cutters, and their bosses, of this city, held their annual pic-nic at Bellevue Garden yesterady. At an early hour about 500 of them assembled at No. 281 Grand-street, and, under command of WM. TOOKER as Grand Marshal, preceded by a band, marched through Grand-street to the Bowery, through Canal-street, Broadway, Tenth-street, thence to the foot of Eighth-street where they took the steamer for the pic-nic ground. The officers—JACOB MORESTED, President, WM. BODIN, Vice-President, and WM. TOOKER, Secretary—accompanied the procession in coaches. Some 10,000 persons were on the ground during the day.

FIRE IN WATER-STREET.—Between 7 and 8 o'clock last evening fire was discovered in Messrs. EDGERTON & Co.'s cotton loft, on the upper floor of No. 148 Water-street. The flames were extinguished within an hour, with damage not exceeding $10,000. Messrs. LAGENBACH & Co., tobacconists, who occupied the first floor of the building, lost something—how much does not appear—from damage by water. The origin of the fire is unknown.

FUNERAL OF THE PRUSSIAN CONSUL.—The funeral of the late Consul-General of Prussia, JOHN W. SCHMIDT, who died on Saturday morning, will take place at Grace Church, in this city, on Wednesday next. Formal invitations to attend the obsequies have just been given to all the diplomatic representatives in this country of foreign governments, as well as to prominent officers of the United States, and of the State and city.

BOY DROWNED.—MANNING SHOTWELL, a small boy, who lived at No. 75 Oxford-street, Brooklyn, while attempting to jump aboard one of the Wall-street ferry-boats yesterday, fell into the dock, and was drowned before assistance could reach him. The body was subsequently recovered, and Coroner COLLIN notified to hold an inquest.

INFANT BODY FOUND.—The body of an infant, only a week or two old, was found floating off the Battery yesterday morning. On being brought into Whitehall-slip, the remains were discovered to have been decapitated to avoid recognition. The Coroner was notified.

BROOKLYN NEWS.

ROBBERY OF AN EXPRESS WAGON AND RECOVERY OF THE GOODS.—Officer DAWSON, of the Forty-second Precinct Police, arrested a young man named CHARLES MURGO on Sunday, on the charge of robbing an express wagon owned by Mr. JOHN GAME, doing business in Myrtle-avenue, near Sandford-street, of property belonging to different persons valued at about $280. MURGO was temporarily employed by GAME on Saturday to bring a variety of articles, consisting of traveler's baggage, &c., from some of the steamboat and railroad depots in New-York, for parties residing in this city. He was accompanied by a boy to learn the route. On returning they stopped at the corner of Pearl-street and Myrtle-avenue, when the boy got off and entering a house to make some inquiries, remained absent for some minutes. On returning he found the wagon as well as MURGO missing. The vehicle was subsequently seen in charge of a colored boy, but all the goods were gone. The latter was directed by MURGO to take the establishment to the stable. The officer ascertaining that accused resided with his father in an alley near York and Gold-street, called at the house and found the stolen property, of which he took possession. MURGO was subsequently taken into custody. He is to be examined before Justice CORNWELL to-day.

ROW IN A LAGER-BIER SALOON.—A row occurred in the lager-bier saloon of PHILIP & JARDIN, in Gold-street, near Tillary, yesterday afternoon, in which several of the participants were badly beaten. It appears that Mr. JARDIN was entertaining some friends, of the Fifth Heavy Artillery, with which he was formerly attached, when a party of roughs came in and insisted upon getting some drinks without paying for them. The landlord refused, and a row was the consequence. One of the soldiers was badly beaten, and the others were also set upon with glasses, knives and clubs, and about everything in the place was either demolished or turned upside down. Mr. JARDIN, procuring a crow-bar, and others of his friends a mallet and clubs, they beat the original assailants most unmercifully and drove them off. JAMES CONLON and JOHN McMAHON were so badly injured that it became necessary to take them to a drug-store for treatment.

THE ARROW EXPLOSION.—There will be a thorough and final investigation to-day of the cause of the late disaster on the steamboat *Arrow*, which occurred on the 5th instant on the North River, and by which several persons lost their lives. The examination will take place at the new Court-house, in Brooklyn. Persons who know anything about the disaster are requested to confer with Coroner LYNCH, or to send him their names. This investigation, which will include the whole subject, is undertaken by request of a number of citizens of New-York, who will aid the Coroner by all means in their power.

VALUE OF PROPERTY IN BROOKLYN.—The returns made by the Assessors for the year 1864, as compared with 1865, of the value of new buildings erected in this city, show that in the former year the amount expended was $1,548,590, and in 1865 $1,827,600, being an increase of $279,010. The value of personal property, as assessed for the same years, is $15,822,331 63 for 1864, and $16,569,208 for 1865, showing an increase of $746,877.

MILITARY TARGET EXCURSION.—Target excursions, which were so plentiful before the war, but were not indulged in about these parts since the commencement of hostilities, are again being revived. The first is to take place on the 18th of September in HANFT's Myrtle-avenue Park, in which Company G, Twenty-eighth Regiment, National Guard, commanded by Capt. OBERNIER, will participate. Prizes, as in anterior times, will be shot for.

FOUND DROWNED.—The body of a soldier was found at the foot of Twenty-seventh-street, South Brooklyn, yesterday morning. From papers in the pockets it appeared to be that of WILLIAM McVEY, of the One Hundred and Fifty-eighth Regiment volunteers. His discharge paper proved him to be about 29 years of age. The remains were taken to the Dead-house.

THE GREAT BASE BALL MATCH.—The great base ball match between the Atlantic and the Mutual Clubs on the Capitoline grounds yesterday, attracted an immense concourse of spectators, estimated at some 20,000 persons, and the best of order prevailed throughout. The Atlantics proved the winners by 40 to 28, thus maintaining their title to the championship.

THE SUPERINTENDENTS OF THE POOR.—The office of the Superintendents of the Poor was yesterday removed from the basement of the City Hall to Room No. 13 in the new Court-house, where there will be more room and better accommodations.

Williamsburgh.

RECOVERY OF LOST OR STOLEN MONEY.—Yesterday afternoon, a boy named THOMAS HARRIMAN, residing at No. 115 North Fifth-street, went the Forty-fifth Precinct Station-house, and handed over to the Sergeant behind the desk $4 75, in money, and two gold studs, stating that a boy named THOMAS LACKEY, residing the same street, gave him the property, and that he (LACKEY) had more money stowed away. The Sergeant, suspecting that a larceny had been committed, dispatched Officer KRONE after LACKEY, who was found and brought to the station-house. He there stated that he found a wallet at the Roosevelt-Street Ferry, containing $54 75, two gold studs, and a receipt signed by T. R. ADAMS, of Detroit, in favor of Mrs. J. A. WILLS, for $2 78. He said he gave the $4 75 to HARRIMAN, $10 to his father, and the balance he buried for his own use. All the money was recovered and the boy locked up.

UNNATURAL ASSAULT.—FRANK SELLERS, a boy about 16 years of age, residing in Moore-street, near Ewen, E. D., was yesterday arrested by Officer NICHOLSON, of the Forty-first Precinct, for committing an indecent assault on his little niece, a child only 2½ years old, on the last Saturday in July. The mother of the little girl caught him in the act. He was locked up.

NEW-JERSEY.

MYSTERIOUS DISAPPEARANCE OF A YOUNG GIRL—SHE RETURNS HOME AND ENDS HER LIFE BY TAKING POISON.—On Wednesday morning last, ELLEN OWENS, 16 years of age, an intelligent, prepossessing girl, who resided with her sister, Mrs. F. COOLEY, in Willow-street, Hoboken, disappeared from her home, and although inquiries were made in every direction, no tidings of her whereabouts could be obtained until about 8 o'clock on Sunday evening. Mr. COOLEY, who was recently a captain on one of the Southern steamers, arrived home on Sunday, and learning of the unaccountable absence of his sister-in-law, left home about 8 o'clock for the purpose of making further inquiry for her in New-York. Upon arriving at the ferry-house, foot of Barclay-street, Mr. COOLEY met the girl on the bridge, and in reply to his inquiry as to where she had been, she replied that she had been staying with her sister in Brooklyn, which statement he knew to be untrue, as a messenger had been sent there on Friday. He said nothing further upon the subject, and the two returned home. While crossing the river to Hoboken, ELLEN held her handkerchief to her mouth and Mr. C. observed her make a motion as if in the act of throwing something out of the window, and heard a splash in the water. The family spent the evening together, during which ELLEN informed a younger sister that she had taken some laudnum, with the view of poisoning herself, which fact was communicated to Mrs. COOLEY, but she and her husband supposed the statement was a fabrication. The inmates of the house subsequently retired, but about 1 o'clock yesterday morning Mrs. C., feeling apprehensive that her sister might have swallowed poison, proceeded to her apartment and found her sleeping soundly, and apparently not under the influence of any drug. Mrs. C. again visited the girl's room about 5 o'clock yesterday morning, and found her lying asleep in the same position that she had left her, and, feeling somewhat alarmed, had Dr. CHABERT called in. Upon examination the Dr. stated that she was under the effects of laudnum, and was past recovery. Everything possible was done to restore the girl to consciousness, but without avail, and she expired about 8 o'clock A. M.

The motive for self-destruction is not known. Coroner AVERY was notified, and will hold an inquest this afternoon.

DISCOVERY OF STEEL PLATES FOR PRINTING FORGED BANK NOTES.—Yesterday afternoon as some Hoboken lads were playing about the stone wall leading to the Elysian Fields, opposite what is known as the "old cannon ground," they discovered in a crevice of the wall a piece of old carpeting, which, upon being taken out, was found to be wrapped around three steel plates used for printing counterfeit bank notes. Information being given to Capt. DAVIS, of the Hoboken Police, he secured the plates and conveyed them to the Station-house. One of them is a counterfeit $5, of the State Bank of Newark; one a $3 counterfeit of "The Chicopee Bank," Springfield, Mass.; and the other is supposed to have been designed for printing the back of the Union Bank, of Dover. The plates were well executed and were incased in wax to prevent them from tarnishing. They are supposed to have belonged to the counterfeiters FINCH and WALKER, who were arrested recently at Dover, N. J., where they had a counterfeiting establishment.

FALSE CHARGE.—It appears that the charge made against Mr. OGILVIE, for attempting to stab a man on Sunday, was both false and malicious. He was passing quietly through the ferry gates with a child in his arms, when a man sprang upon him from behind, while WHITE, the complainant, snatched away the child. WHITE then accused OGILVIE of endeavoring to stab him; although at the examination yesterday he admitted that OGILVIE was firmly held by his (WHITE's) accomplice. Mr. OGILVIE states that he made no attempt to stab WHITE, and that the charge was trumped up to divert attention while WHITE made away with the child. Mr. OGILVIE has had some difficulty with his wife, who left his house taking with her his four children. One of these Mr. OGILVIE recovered and was taking it home when assaulted by WHITE.

NOVEL STREET STARTERS.—A trial of FRENCHES, patent street car starter, took plabe yesterday afternoon, in the presence of a large number of city railroad men. It was applied to an ordinary street car, and proved itself satisfactory in every respect. The invention consists in the application of a lever, paul and ruehet, in combination with the draught rod, or its equivalent, and the axle of the vehicle in such a manner that in starting the strain exerted by the animals is lessened over one-half by the purchase of the lever, and the mode of starting. It is a humane invention, aside from the immense saving to railroad companies in the expense of horse-flesh. It is in use in Boston, but has just been introduced here by the owner, Mr. JNO. H. STARIN.

ARREST OF A SHOP LIFTER.—Yesterday afternoon, a young man giving his name as ROBERT LIVINGSTONE, was detected in the act of carrying away a bundle of undershirts and drawers valued at $20, from the store of JOHN McCANN, No. 134 Newark avenue, Jersey City. He was taken into custody by citizen JOHN VAN RIPER and conducted to the Police Station where he was committed for examination.

INCREASED POST OFFICE FACILITIES.—The Postmaster of Jersey City has appointed three additional letter-carriers, so that hereafter the letters will be distributed twice a day, instead of once, as heretofore. Forty boxes are also about to be put up in convenient places, where letters may be deposited for the mail.

BURGLARY AT BERGEN.—Some time during Saturday night the boot and shoe store of B. PERRINE, No. 34 Bergen-street, was entered by burglars, and goods to the amount of $75 were carried away. The entrance was effected by boring out a panel of the door, so that the inside bolts could be shoved back.

Abuse of the Liquor Traffic.

NEW-YORK, Aug. 12, 1865.

To the Editor of the New-York Times:

In the block running from Catharine-street to Market-street, in East Broadway, there are little less than twenty liquor-stores, nearly all of which keep open all night, which, together with a fire-engine house, has identified that neighborhood with one fratricide, one attempt at rescue of a disorderly whisky-store proprietor and politician, (in which a most efficient policeman, in self-defence, shot a rowdy,) and several minor rough-and-tumbles and smashings of windows—all of which have occurred within a few weeks. Now, I would suggest to temperance men to look at this subject practically, and to devote their efforts, so far as legal authority may be brought to bear to the *abuse* of the traffic in liquor, and not to the *use*, which should be influenced by moral means alone. Let them get a bill enacted which will close all liquor-stores after 10 o'clock at night, shut up liquor-stores, on Sunday, until 1 o'clock, and allow no man to sell liquor who has not the word "Licensed" painted and exposed in legible characters on his sign-board; and, also, that each liquor-dealer exhibit a list of his prices over his bar for every article sold by him. These liquor-dealers—who were known by the name of rum-sellers when St. Croix rum, imported via New-England, was the rage, and porter-house keepers when people drank principally what was called "Philadelphia porter"—have now become about one-tenth of our population, as whisky-sellers and lager-bier venders. By all means let them be brought under the influence of the law; and the powerful body of temperance men, under the name of Father MATHEW, should instantly take all necessary action. The Catholic bishops in Ireland, some years ago, inforced such restraint upon liquor.

ABSTINENCE.

The Algonquin.

To the Editor of the New-York Times:

Every thing has its place. Even steamboats. Who would think of Messrs. FOX and ISHERWOOD sawing wood! Who would put his beautiful, fast, high-spirited horse on a treadmill for sawing wood to test his powers? Yet such is the usage to which our steamboats are to be subject; the only difference being grinding water instead of sawing wood—not quite so useful. The steamboats built for the navy we must now consider as reduced to their lowest stage, when classed with wood-sawyers, old spavined horses, and the like. Another illustration will not be out of place. Fancy a fine new locomotive engine butted against a post, the rails greased, and the driving-wheels set in motion; where is the little boy who would not stand amazed at the ignoble sight, and after a little consideration positively laugh at the engineer? For the proper trial of horses and locomotive engines they must be put to their every-day work. If that is the case with them, it is many times over more necessary for steamboats—properly constructed, to be in their natural position, to develop their power, for reasons obvious to all engineers. They are made to go through the water; their engines ought not to move without a corresponding result in altering the vessel's position; and therefore to try them otherwise is unnatural—even absurd. The public interest in the coming test of the engines of the *Algonquin* will, therefore, not stop there; the vessels must be tried in motion. The public, happening to have an inconvenient habit of knowing some little of what is going on, and also having a slight opinion of their own, will never be satisfied until a vessel propelled by one of DICKERSON's engines runs alongside of one with FOX and ISHERWOOD's engines in. Moreover, this said public having to foot the bills, ought to have a word or two to say in the matter; and I do think it would be well for Messrs. FOX and ISHERWOOD not to forget that they are the employes of the public. I have not here said nor hinted as to which are the best engines; but most unfavorable opinions are abroad of the action of the naval officers mentioned above, which can only be retrieved by fair, manly action on their part, and so if they are right, forever close the indomitable DICKERSON's mouth—or pen,

Your obedient servant,
THEORY AND PRACTICE.

Our Revenue System.

To the Editor of the New-York Times:

In your editorial article, in this morning's TIMES, on the "Necessity of Revising the Revenue System," occurs this remark: "The great problem is how to fix the revenue, so that its sources shall continually be growing larger instead of less as the years pass." A true answer to this question would afford a full exposition of the whole subject of taxation. The inquiry which immediately suggests itself, then, is what are our sources of revenue, or, in equivalent and more intelligent phrase, what are our sources of wealth? In general terms, a country's sources of wealth are its agricultural, mining, and manufacturing products. Now, just in proportion as these interests flourish, the wealth of a country will increase, and, of course, its capacity for bearing taxation will become greater, *pari passu*. Hence the reason why the Government of Great Britain, and Great Britain has shown a greater ability to bear taxation than any other country—religiously abstains from levying any tax whatever upon any branch of useful and wealth-producing industry. Now it seems to us the dictate of common sense that the first and indispensable step toward a revision of our revenue system should be a repeal of all taxes on useful and wealth-producing manufactures. Let all other taxes—income, stamp and license—remain for the present, and substitute for the six per cent. tax on manufactures a moderate tax on sales of merchandise, say of one per cent. The equity and fairness of this tax is palpable, and its advocates maintain that it would be sufficiently productive to supersede all other taxes. It would, at any rate, yield as much as the tax on manufactures, and would be oppressive to no interest.

R.

Collision on Lake Huron.

To the Editor of the New-York Times:

In your paper of the 14th inst., speaking of the collision on Lake Huron between the two steamers, you say that the law of Congress passed last session is wrong. Permit me to say that if that law had been followed the collision would not have taken place. It was disregarding it caused the loss of life. The rule laid down by the law is, that steamers approaching each other from different directions shall each put the helm a-port; that is, to the left, and the steamer's head swings to the right. In what was done the *Meteor* obeyed the law, putting the helm a-port; the *Pewabic* put her helm to the starboard, disobeying the law, and thus produced the collision.

The law which passed Congress is the same as had been passed in Great Britain, and has been adopted by all the maritime nations of Europe. Men of the greatest nautical experience and knowledge prepared the rules, and having been one of those who urged its passage by Congress, I took much pains to consult with nautical men here as to its provisions, and I found no one but who was in favor of the law.

G. W. B.

Moonlight Concerts in the Park.

To the Editor of the New York Times:

Knowing your willingness to impart knowledge to those requiring it, I take the liberty of asking through your valuable columns whether we are to have no moonlight concerts in the Park this year, say this Wednesday evening; for, judging by those of last year, I think they would be decidedly successful, both as regards the number and class of people present, as well as the music. Beside there are quite a number of business men who cannot get time enough to spare to go in the afternoon, and who would relish the idea of moonlight concerts. By answering the above, you would greatly oblige, among others,

WEST TWENTY-SECOND-STREET.

NEW-YORK, Monday, Aug. 14, 1865.

The Blind Mother of the Volunteer.

To the Editor of the New-York Times:

The following sums have been received for the blind mother of the volunteer, in addition to the amounts acknowledged in the TIMES of the 8th inst.:

S. H. H.	$1	J. C.	$2
Tristram	1	E. H.	2
J. S. Gridley, (Hartford,)	2	C. O.	5
S. J. Pooley	5	H. H., (Cleveland,)	5
J. A.	3	Cash	2
G. W. U.	4	Julia	1
W. H.	5		

E. HURST, No. 243 Broadway, Room No. 14.
MONDAY, Aug. 14, 1865.

CONCERT AT FAIRFIELD, CONN.—A concert will be given in the Presbyterian Church at Fairfield, Conn., to-morrow (Wednesday) evening. Mr. HARRY SANDERSON will preside at the piano. Miss CLARA M. BRINCKERHOFF, (soprano,) Miss ELLA MAYER, (contralto,) and Mr. J. A. KELLY, (tenor,) will also take part in the concert.

Evening Exchange.

$60,000	Am. Gold		141	1200	Cleve. & Pitts	s3	68½
300	New-York Cen.		92	700	do		68¾
300	do		91¾	400	do	s3	68¾
100	do	s3	91¾	1000	do	b3	68⅝
100	Erie Railway		84½	1700	do		68½
500	do		84	300	do		68⅝
100	do	s3	84	200	do		68
100	do	b3	84	100	do	b3	68⅝
100	do		83⅞	300	do		68
900	do		83¾	700	Chi. & R. I.		107⅛
500	do	s3	83¾	1900	do		107
1000	do		83⅝	1400	do		106¾
200	do	b3	83⅞	300	do		106⅞
300	do		83½	100	do	b3	107
1400	do		83½	200	Chi. & N. W. Pr.		61¼
200	do	s3	83⅞	800	do		61
200	do	b3	83⅝	100	do		61⅛
300	Mich. Cen. R.		106¾	100	do		61¼
2200	Hud. Riv. R.		110	400	do		61⅛
200	do	b3	109¾	700	do	s5	61⅝
300	do		109½	300	P., Ft. W. & C.		95
800	do		109½	2500	do		95½
360	Reading R.	s3	103½	500	do		95¼
8600	do		103	1300	do		95¾
3000	do		103¼	300	do		95½
200	do	s3	103¼	100	do		95¼
1000	do		103¼	200	Canton Co.		38½
300	Mich. S. & N. I.		63½	300	do		38¾
400	do		63	100	do	b3	38¾
2100	do		63¼	800	do		38
2300	do		63	700	do		37½
600	do		62⅞	100	do		37½
300	do	b3	63	300	do		37
100	do		63½	200	Cum. Coal Co.		41
100	Ill. Cen. R.		122	2100	do		40
200	do	b3	122	300	do	b3	40½
800	do		121¾	100	do		40⅜
100	do		121	400	do		40
16	do		120	300	do		40¼
300	do	b3	120½	100	do	s3	40
300	do		120¼	100	Mariposa M. Co.		11¾
900	Chi. & N. W.		26¾	100	do		12
1600	do		26⅞	300	Quick. Min. Co.		54½
200	do		26½	100	do		54⅝
				100	do		54½
				100	do		54

Stock Market intensely excited and large transactions. Impossible to put down all the sales. Gold steady.

[Advertisement.]

HERRING's Patent Champion Fire-proof Safes, and HERRING's new Patent Burglar-proof Safes, with HERRING & FLOYD's Patent Crystalized Iron—the only material which cannot be drilled—at No. 251 Broadway, New-York.

[Advertisement.]

☞ Among school announcements will be found an interesting card of Burnham's American Business College. located at Springfield, Mass.

[Advertisement.]

PUT THE QUESTION

Generally to your friends, as to what preparation they use for their teeth, and the response, nine times out of ten, will be SOZODONT. This is no longer necessary to impress its merits upon the public mind; experience has taught the world that, as a means of beautifying and preserving the teeth, invigorating the gums, and giving a pleasant aroma to the breath, it has no rival in either hemisphere.

Passengers Arrived.

AUG 14—*In steamship Bremen, from Bremen*—C. Schmeiger and wife, H. Henrici, G. F. Victor, O. J. Eggers, J. C. Herbert, Albert Meyer, J. A. Franke, C. Winzer and family, Sophie Von Voigt, H. Murat and wife, F. W. Meyer, M. Rosenblatt, Fanny Appel, F. B. Hanch, Ellie Struner and child, C. Olacius, G. Woefers and family, Julius Seres, H. Stinsche, G. Baelts and family, M. Held and wife, H. Bacharach, R. Rousseau, Mr. Sheefe and family, W. Williams, W. Hammond, B. Hachstaedter, A. Rugh, Jacob Hohl, F. Hess, H. Burner, F. Waltz.

In steamship Republic, from New-Orleans—James Murray, Mrs. Nolan, N. H. Hannon, Wm. Williams, Mrs. L. Crowell, Mrs. Skimerhorn, R. Webber, Mr. Fendler, 2 Misses Fendler, A. A. Homer and wife, J. Donovan, Wm. B. Halt, J. Henderson, W. O'Neill, J. Lyons, F. Rahn, J. Hubewald, W. Rosendoaf, C. G. Maguire, C. Dickens, W. Stedman, Miss Williams, Mrs. Crim, Miss Hallegan, M. Rosen, G. Hoffman, A. Cross, J. O'Neill, J. McWhinney, Capt. R. J. Sacon, D. Campbell, P. Redmond, J. Casey, Mrs. Monroe, 3 children and servant, Mrs. O'Connor, J. O'Connor, J. Sullivan, Master Ducey, P. Broderick, W. McKnight.

In steamship Charles Benton, from Newbern—Mr. and Mrs. Rivers, Miss Blake, Mrs. Eastman, W. Garretson, E. P. Brooks, Mr. and Mrs. Klingbury, A. Church, L. E. Siple, A. S. Donnovant, E. C. do, J. Gates, J. M. Burrows, J. T. do, R. L. Myers, B. S. Donnell, John Long, W. E. Dunill, H. C. do, B. Angell, J. Dean, J. F. Bryant, H. Moulton, C. D. Lord, J. H. Lord, J. A. R. Drake, P. Eagan, and 11 in the steerage.

In steamship Chase, from Savannah—F. A. Scranton, W. Alexander, L. H. Oahan, Jas. Twalkowski, E. Turnbull, lady, child and servant, Mr. and Mrs. Soulter, A. Magooney, Dr. J. H. McCall, G. T. Young, Miss Louisa A. Holton, Miss Bellamy, Mrs. C. T. Carr, Mrs. L. Bobider, Mrs. Keene, Mrs. Ward and child.

MINIATURE ALMANAC—THIS DAY.

Sun rises.... 5 10 | Sun sets.... 6 59 | Moon rises..12 00

HIGH WATER—THIS DAY.

Sandy Hook.. 2 39 | Gov. Island. 3 28 | Hell Gate.... 4 50

MARINE INTELLIGENCE.

NEW-YORK....MONDAY, Aug. 14.

Cleared.

Steamers Harvest, Joyce, Norfolk, F. McChesney; City of Bath, Bearse, Boston; Josephine Thomson, Moore, Baltimore.

Barks Schiller, (Brem.) Bahr, City Point, Va., H. Luling & Co.; Fannie, Patridge, Charleston, H. J. Brookman.

Brigs G. F. Peniston, (Br.,) McColloch, St. Thomas, G. F. Peniston; H. Means, Hall, Jacksonville, Brett, Son & Co.; Alice Ida, Herring, Picton, N. L. McCready & Co.; Alex. Milliken, (Br.,) Milliken, Lingan, Brett, Son & Co.; Mazatlan, Maddock, Philadelphia, Metcalf & Duncan; Minnehaha, (Br.,) Douglas, Cow Bay, J. F. Whitney & Co.; J. W. Drisko, Coggin, Philadelphia, Thompson & Hunter; Ellen P. Stuart, Holland, Philadelphia.

Schooners Arctic, Hicks, St. Mark's, Fla., E. D. Hurlbut & Co.; E. S. Dowing, Waters, Newbern, Thomas & Holmes; C. W. Holmes, Edwards, Philadelphia, J. W. McKee; Belle, Cubberly, Baltimore, M. Bedell; R. C. Terry, Weaver, Fortress Monroe, Van Brunt & Slaght; Young Teazer, Morton, Boston, Basset and Nickerson; Forest King, Briggs, Cow Bay.

Sloop Mary B. Corbin, Post, York River, F. J. Campbell.

Arrived.

Steamship Bremen, (Brem.,) Meyer, Bremen July 30, and Southampton Aug. 2, with mdse. and 755 passengers to Oelrichs & Co. July 31, off Dungeness, passed ships Athena and Daniel Webster, bound E.; Aug. 4, lat. 49 50, lon 13, passed Br. bark Aconcaua, bound E.; same day, lat. 48 14, lon. 14, Br. bark Hector and Am. brig Letters; 6th, 10 P. M., passed steamship Hansa, in lat. 49 32, lon. 29 38; 12th, at noon, passed steamship New-York, hence for Bremen; same time, City of New-York.

Steamship Republic, Dollard, New-Orleans Aug. 6, with mdse. and passengers to H. B. Cromwell & Co. 13th, 7 A. M., passed six propeller steamers, bound S.; 7:30 A. M., exchanged signals with steamer Morning Star, hence for New-Orleans.

Steamship Chase, Rodgers, Savannah 3 ds., with mdse. and passengers to L. L. Jones.

Steamship Albemarle, Bourne, Norfolk 24 hours, with mdse. and passengers to Livingston, Fox & Co.

Steamship E. C. Knight, Morris, Washington 40 hours, with mdse. and passengers to H. B. Cromwell & Co.

Steamship Relief, Crowell, Fortress Monroe 60 hours, in ballast to U. S. Assistant Quartermaster.

Steamship Creole, Thompson, Richmond and Norfolk 24 hours, with mdse. and passengers to G. Heineken & Palmore.

Steamer Baltimore, Lewis, Baltimore 48 hours, with mdse. and passengers to James Hand.

Steamer Widgeon, Bennet, Fernandina, Fla., 13 ds., in ballast to Chas E. Hill & Bros.

Steamer Charles Benton, Salter, Newbern, N. C., via Hatteras Inlet 52 hours, with mdse. and passengers to Murray & Nephew.

Steamer Sea Gull, Fish, Apalachicola 7 ds., with cotton to master.

Steamer C. Whiting, Merriman, New-Orleans 8 ds., to U. S. Assistant Quartermaster.

U. S. steamer Huntsville, Deavons, Boston, for Philadelphia, with the U. S. monitor Nausett.

U. S. monitor Nausett, ——, Boston, for Philadelphia.

U. S. steamer Penguin, Bears, Pensacola.

U. S. steamer Amanthus, Cox, Charleston 10th inst.

U. S. steamer Spira, Nelson, Key West.

Steamtug Admiral D. D. Porter, Allen, Fortress Monroe 56 hours, to U. S. Assistant Quartermaster.

Ship Herzogin Von Brabant, (Brem.,) Strokmeyer, Bremen 50 ds., with mdse. and passengers to Hermann, Koop & Co.

Ship Constitution, (of Liverpool,) Stickney, Liverpool 54 ds., with mdse. and 370 passengers to Williams & Guion. Had 3 deaths and 3 births on the passage.

Bark Geo. S. Hunt, of Baltimore, Woodbury, Grand Turk, T. I., 13 ds., with salt to Brett, Son & Co. Left no vessels.

Brig Bachelor, (of St. Andrew's, N. B.,) Miller, Guanica, P. R., 13 ds., with sugar and cotton to John Boynton's Son & Co.

Brig Alexina, Degerdems, Kingston 24 ds., with logwood to Leaycraft & Co.

Brig B. Young, Gibson, Calais 7 ds., with lumber to master.

Brig Edwin H. Kennedy, (of Waldoboro,) Geyer, Cow Bay 14 ds., with coal to Yates & Porterfield.

Brig Blexina, (of Quebec,) Dejardin, Kingston, Jam., 24 ds., with logwood to Leaycraft & Co.

Brig Emily Fisher, Graffam, Port Royal 8 ds., with coal to Brett, Son & Co.

U. S. schr. Chambers, Harris, Port Royal 8 ds., in ballast to U. S. Assistant Quartermaster.

Schr. Surprise, Bearse, Boston 3 ds., with mdse. to H. S. Rackett & Son.

Schr. Clinton, Holmes, St. Andrew's, N. B., 9 ds., with lumber and lath to John Boynton's Son & Co.

Schr. Sea Flower, Chase, Providence.

Schr. Augusta, Adams, Elizabethport.

Barge R. D. Silliman, Swartwout, Fortress Monroe 60 hours.

Barge J. T. Lee, Morey, Fortress Monroe 60 hours.

BELOW—1 brig unknown.

WIND—At sunset, S., light.

By Telegraph.

BOSTON, Aug. 14—Arr. steamers Saxon, Philadelphia; Nevius, New-York; ship South America, San Francisco; bark Lawrence, New-Orleans.

Also arr. bark Almira Coombs, Philadelphia; brigs Harriet, Cienfuegos; Marine, do.; Julia Ford, Philadelphia; Valencia, do.

Foreign Ports.

At Guanica, P. R., Aug. 1, schr. Oriental, for New-York in 4 days.

[PER MORAVIAN.]

Arrived from New-York, July 27, Arietta, at Cadiz; Fosca, at Helena; 23d, Eaton, at Cette; 24th, Holda, at Stockholm; 28th, Stable, at Rotterdam; 29th, Don Juan, at Helvoet; Atlanta, at Lizard Point; Gostemunde and (30th) Weather, at Bremen; 31st, Daniel Webster, at Deal; Salis, at the Pill; Beaggio and "Scenaum," Battista, at Bristol; Aug. 2, Quon; 3d, Mark and Webster, at Liverpool.

Arrived from Philadelphia, 29th, Joseph Hunt, at Plymouth.

Arrived from Charleston, 29th, H. L. Huerton, at Bordeaux.

Arrived from New-Orleans, 30th, Tamaulipas, at Marseilles.

Arrived from Baltimore, 29th, Arnold Coninger, at Brower's Haven.

Sailed for New-York, 28th, Frank Lord, from Cardiff.

Sailed for Mobile, Aug. 1, Wm. Wall, from Queenstown.

MEM.—Ship Guiding Star, from Shields for New-York, put into Queenstown 29th ult., leaky. Ship Eastern Star, from Shields for New-York, [illegible] having been [illegible]

[PER CHINA.]

Arrived from New-York, June 13, Rambler, at Buenos Ayres; 13th, Clio, 15th, Madeira, Rio Grande, Brazil; July 1, Maggie, 5th, Lucca, at Bahia; 6th, Campeuero, 7th, S. S. Vanen, 8th, Salacia, at Bahia; 24th, Imora and Rosaline, at Gibraltar; Aug. 2, Europe, at Havre; 4th, Helena; 5th, Magic, at Deal.

Arrived from Philadelphia, July 8, Boulton, at Rio Janeiro; Aug. 3, Amelia, at Queenstown.

Sailed for New-York, June 29, St. Olaf, Orion; 30th, Navarino; July 1, Amelia, from Rio Janeiro; June 4, Pepita, 11th, Bertha Hendrika, from Rio Janeiro; 26th, Alonzo, from Buenos Ayres; 30th, Congress, from Deal.

Sailed for Boston, June 17, Lilian, from Buenos Ayres.

Latest Shipping Intelligence.

Arrived from New-York, Biaggio, at Bristol; Rio Figlia, Maggiure, at Gravesend; Eglise, in the Clyde; Oden, in the Elbe; Herzog Paul, at Tarragone; Hayti, at Liverpool.

Arrived from Boston, John, at Malta.

Arrived from Callao, Carlisle, at Queenstown.

ADDRESS TO SMOKERS.

POLLAK & SON,
MEERSCHAUM MANUFACTURERS, No. 692 Broadway, near 4th-st. Pipes and Holders at retail and wholesale, cut to order, mounted and repaired.

SHIRT NOTICE.

P. F. SMITH & FOWLER, manufacturers of Shirts and Ties, No. 36 Warren-st., hereby notify CONSUMERS that their celebrated "SEA ISLAND" soft finish WHITE SHIRTS, which are retailed on Broadway and elsewhere as high as $5 each, can at all times be obtained at their Retail Department, No. 3 PARK-ROW, opposite the Astor House, at THREE DOLLARS EACH, the lowest wholesale price. Can also be sent by express "C. O. D.," and can be returned at our expense if not found satisfactory. Men's furnishing in great variety. Superior linen collars $2 per dozen.

*TRADE MARK—Entered according to act of Congress.

OFFICIAL DRAWINGS.

KENTUCKY—EXTRA CLASS No. 483, Aug. 14, 1865.
61, 7, 28, 6, 59, 10, 64, 50, 19, 38, 13, 44, 41.
KENTUCKY—CLASS No. 484, Aug. 14, 1865.
7, 54, 74, 59, 78, 8, 15, 29, 41, 14, 13, 5, 27, 43.
SHELBY—EXTRA CLASS No. 383, Aug. 14, 1865.
55, 42, 25, 54, 74, 53, 35, 16, 62, 43, 61, 58.
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52, 44, 42, 17, 28, 66, 48, 50, 60, 5, 67, 29, 25, 62.
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